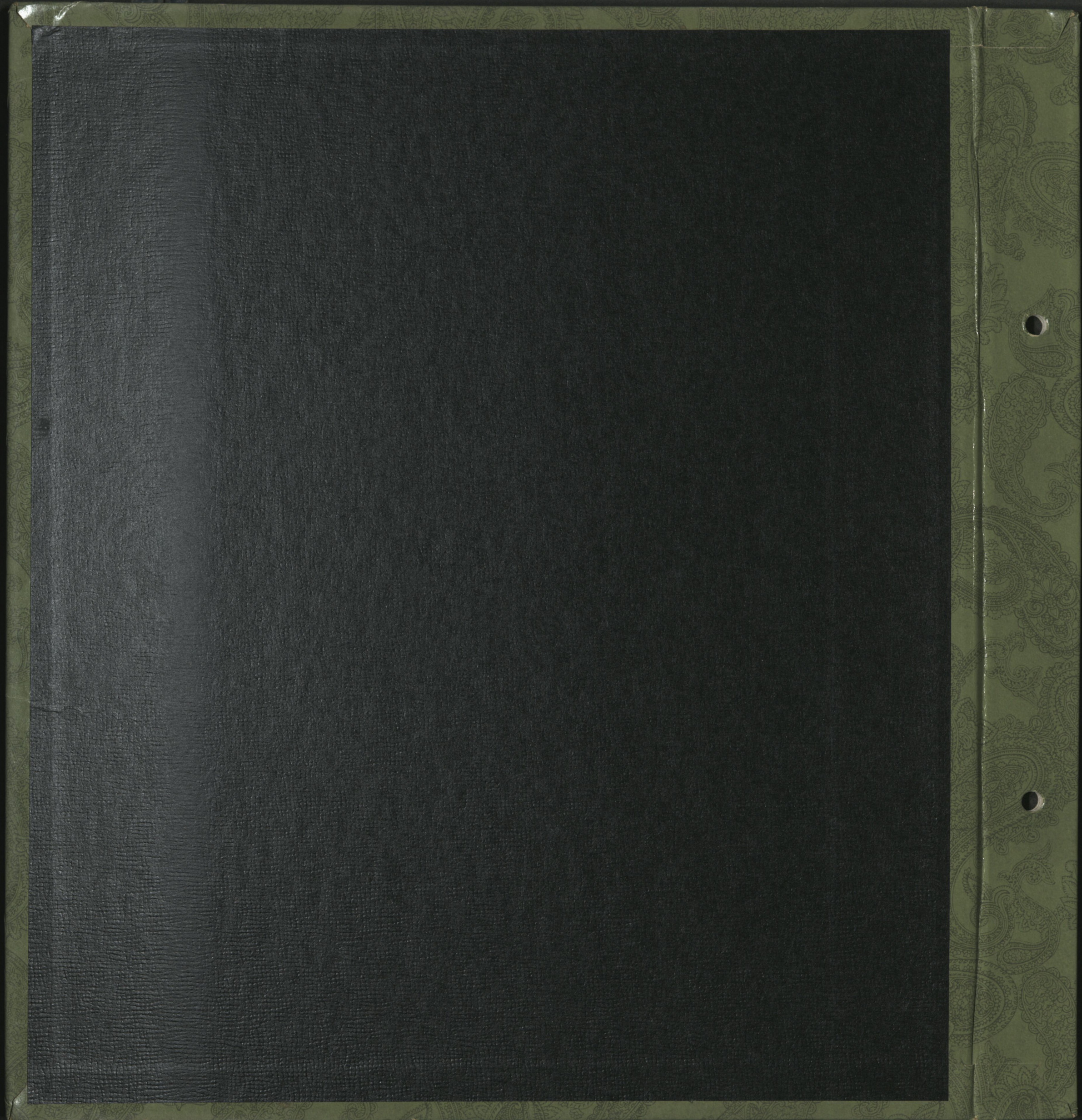


Scrap Book



Scrap Book #1

Nantucket, Mass.

- 1- "The makings of Nantucket" - Special Edition
- 2- Surrounding Islands and Lands
- 3- Herbar - Flora of Island Streets.
- 4- Sherburne
- 5- Old Photos of Nantucket Harbor
- 6- Great Point Light
- 7- Great Point Light
- 8- Old Nantucket Photos
- 9- Nantucket Thatched pictures
- 10- Bathing Beaches
- 11- Whaling
- 12- Scrimshaw
- 13- Federal Street
- 14- Whaling Museum
- 15- Steamers and Sailing Vessels
- 16- Waterfront Events
- 17- Wharves
- 18- Lightships
- 19- Monuments
- 20- Telephone Bldg.
- 21- Maria Mitchell and Loomis Observatory
- 22- Memorial Day
- 23- "Peter Paulgert" Museum
- 24- Life Saving Museum

5885
GERTRUDE A. PRATT
1969

" NANTUCKET "

SCRAP

BOOK # /

Inland.

By Mary E. Starbuck

I dream of the east wind's tonic,
Of the breakers' stormy roar,
And of the peace of the inner harbor
With the long, low Shimmo
Shore.

I want to sail down from Wauwinet
As the sun drops low in the west,
And the town, like a city celestial,
Looks a fitting abode for the blest.

I long for the buoy-bell's tolling
When the north wind brings from
afar
The smooth, green, shining billows
To be churned into foam at the
bar.

Oh for the sea-gulls' screaming
As they sweep so bold and free!
Oh for the fragrant commons,
And the glorious open sea!

For the restful great contentment,
For the joy that is never known
Till past the jetty and Brant Point
Light
The Islander comes to his own!

INDEX

THE MAKING OF NANTUCKET — GLACIAL ACTION SURROUNDING ISLANDS AND LANDS HARBOR — TOWN AND ISLAND STREETS

"SHERBURNE" —

Old photos of Nantucket Harbor
Brant Point Light
Great Point Light
Old Nantucket Photos
Nantucket Weather pictures
Bathing Beaches
Whaling
Scrimshaw
Federal Street
Whaling Museum
Steamers and Sailing Vessels - Waterfront
Waterfront Events
Wauwinet
Lightships
Monuments
Telephone Bldg.
Maria Mitchell and Loines Observatories
Memorial Day etc.
"Peter Foulger" Museum
Life Saving Museum
Hadwen-Satler Museum

Index cont.

Fain St. Museum
Bldgs - Yacht Club - Pacific Club
Atheneum - Post office
"Christmas on Nantucket"
Storm conditions - Freeze-ups
Underground Moon
"The big Fire" -
(Fish and Fishing
Nantucket Ponds) NB.

N.B.

Transferred to Book #

"Sherburne, Nantucket's early Name

Poem dated July 6, 1895

Sherburne.

PART 4.

Dusk's dewy mantle lies on flower and shell,
All day I've walked beside the sounding sea;
And every foot of ground I know so well
Absent I have not been, it seems to me.
This isle was once my home, then let it be
The Sherburne of my youth, but years have
sped
And many loved ones are away or dead.

Between the verge and ern, becalmed and still,
A bark whose sails hang idly from her spars—
As idle is my fancy and my will
As he who waits the tide or wind; the stars
Begin their patient vigils, led by Mars,
And a belated sea bird shrieks afright
As to the land he wings his tired flight.

Out of the gloaming grow strange shapes, the
forms
Of weather-beaten men and houses old;
And through the windows comes that cheer
which warms
The heart; a fire upon the hearth, 'twas told
Me long ago, that somewhere here the bold
And fearless men, progenitors of mine,
First built their homes far back in auld-lang-
syne.

Yes, here they built far better than they knew,
Their simple hearts knew but the right and
wrong;
Their only creed was to be good and true,
But more enduring than the hills or song
Will be their praise the centuries along.
In quaint expression and in scenes uncouth,
I see them in the stories told my youth.

A straggling village street before me lies,
I walk a-down it as one in a dream;
I catch the joy in happy children's eyes
And quite forget things are not what they
seem.
Young men and maidens, from whose speech
I glean
Love's first awak'ning, note the thrifty wife
At spinning wheel, spinning the woof of life.

And gray haired elders in their broad brim'd
hats,
Discuss the questions of the time and state;
Swift flitting shadows, noiseless as the bats,
Pass and are gone like messengers of hate.
The dusky savages! but it is late
And each to his own home will soon retire,
And spend an hour beside the hearth-stone
fire.

But two who seem as brothers, still delay,
As if to finish what talk of stand
Looking far out at sea. I walk their way.
They do not heed my footsteps in the sand.
I list'ning hear one say, "Give me thy hand,"
Silent they stand, eye meeting eye, and then,
"The time has come when we should act as
men."

I tell thee that the day will surely come
When ships from here will sail to every sea;
When the new town towards the rising sun
Will ring with iron tongue of industry.
Our father's old, his thought eternity,
'Twould vex his soul, here let him live and
die;
Go build thy ship; thee'll do it if thee try."

A sudden light upon the ocean breaks,
I turn, the moon has risen o'er the moor;
The spell is broken and my spirit wakes
To see illusion vanish from the shore.
And as I listen for but one word more,
I think what has been never more may be,
And only hear the moaning of the sea.

POSTSCRIPT.

Again, O Sherburne, on thy lonely shore
And through thy streets I saunter, breathe
thy air;

I listen to the rhythm of the roar
Of distant billows, and forget all care;
But when I ask the question, tell me where
My friend may be, it is with growing dread;
For oft the answer is, "Thy friend is dead."

Is it the glamour of a past so dear?

A calm content broods over all the town;
An absence of distrust, and constant fear,
And disposition which would hold one down
Lest they should prosper, why should mortals
frown

When there is room for all? some magic art
Here cultivates the instinct of the heart.

Tonight on the deserted wharf I stray
And see the moon arise, and all the waves,
Between me and fair Shimmo, dance and play
In her glad light: then think I of the graves
Beyond the town, the tide incoming, laves
Decaying timbers of a buried past,
Which more and more remote is ebbing fast.

The once familiar scenes are strangely weird,—
So sometimes are the faces of the dead;—
And is it true, as I have often feared
That all the soul of the dead past has fled?
Remorseless Time hath ever onward sped
With constant change, the moaning winds re-
ply,
Say you do love before you say good bye!

Adown the sound, the white wing'd barks do
sail

On errands of good cheer to many a soul,
Wafted to port by heaven directed gale,
But to these wharves they come not as of old
Freighted with merchandise that turns to gold.
It matters not what was, or might have been,
No ship is now expected to come in.

Hark! on the night rings out the silverbell—
A benediction on the dear old town;—
It is the curfew, and we know full well
That sleep, deep sleep will early settle down
When silence will prevail, and hush all sound.
O rest is sweet! but when so sweet as here,
Where the deep sea divides us from all fear?

A gem upon the ocean's broad expanse!
Quaint and exceptional to foreign eyes,
Wouldst thou might so remain! what could en-
hance
The calm content descending from thy skies?
Seek not new ways! in olden custom lies
Thy potent charm, let love for auld-lang-syne
Be thy incentive for all coming time!

The wild rose blows on the neglected grave,
Time with untiring patience works his will;
A name upon the sand, washed by the wave,
Is soon effaced; Time is more slow and still,
But not less sure, the lichens soon will fill
The deep cut letters of the loved one's name—
It matters not, to her it is the same.

A larger life, and love can well afford
To wait for one whose steps are short and
slow;

And smile at trifles which we mortals hoard,
That we are coming they must surely know,
However ill the winds that on us blow;
And happy in that knowledge they can wait,
For Death is sure, although he may be late.

I saw tonight, far o'er the land and sea,
The beacon's flash, and thought of those who
sail

Upon the ocean. "Come not near to me!
In storm and calm, strong tides do here pre-
vail,
And shoals that shift with every tide and
gale."

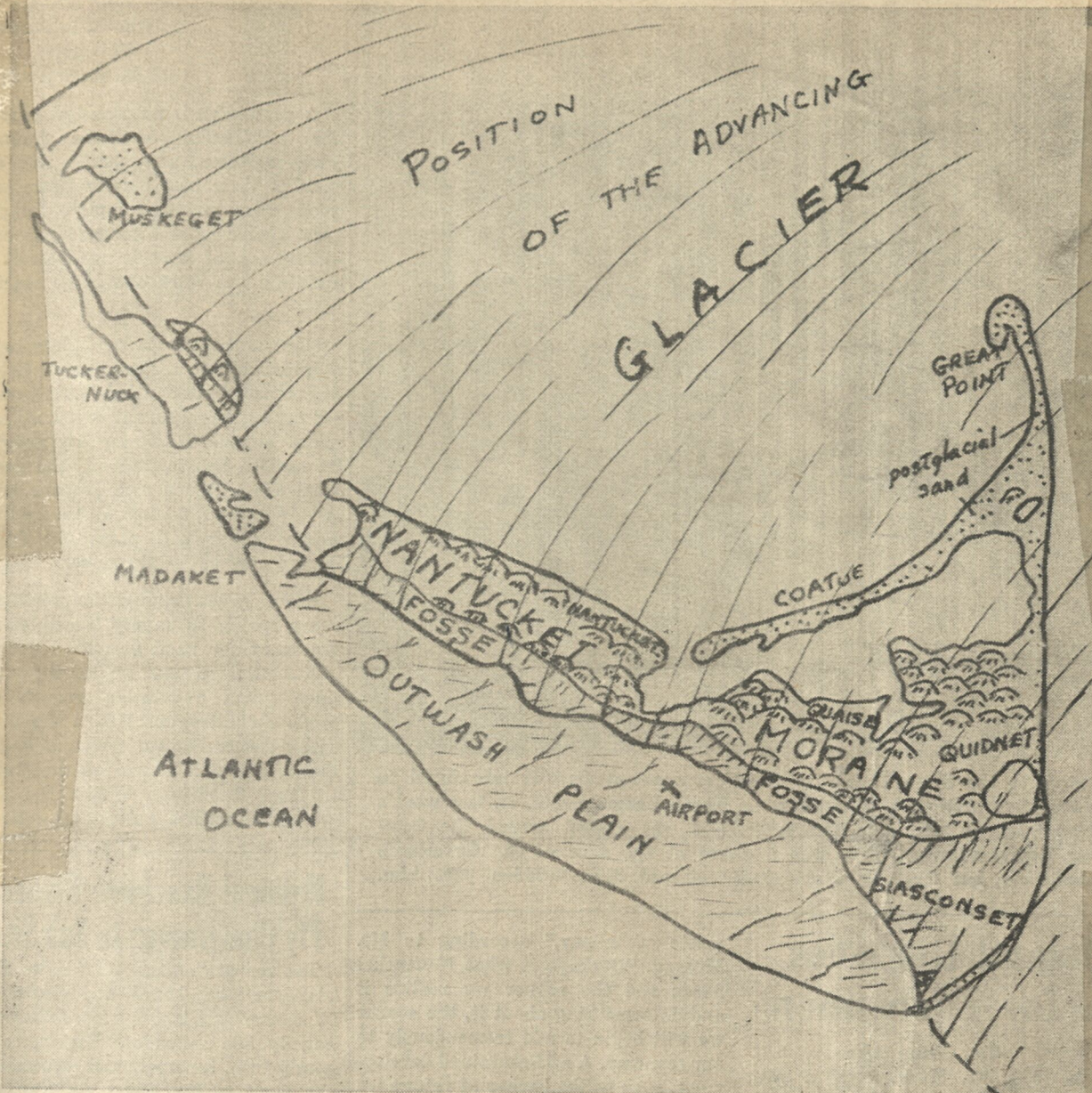
Such is the message of that constant light
Far out at sea through all the hours of night.

The beacon of our being should burn clear
To warn us of the hidden rock and shoal,
That we may not that which the heart holds
dear

Wreck on the reefs which lie about the soul;
While it direct us to our longed-for goal,
Till in the haven of our hearts at last
Are all our ships; held by strong cables fast.

ARTHUR MITCHELL.

Glacial Action--the Making of Nantucket



Nantucket Island and how the glacier of 20,000 years ago built up this bit of insular geography is graphically shown above. Coming down from the north, the Wisconsin Glacier built first the moraine, or deposit of heaviest debris; then, as the glacier began to melt, it formed the fosse or swampy portion of the Island, and the glacial melt-water built up the outwash plain consisting mostly of sand. This map, not necessarily drawn to scale, was made by Dr. Jane Forsyth, a visitor to the Island from the Ohio Geological Survey.

By Irving Stanley

Many people are of the opinion that delving into the distant past is a waste of time, yet when they are faced with an article on glaciers, for instance, they become interested in spite of themselves. How glaciers are formed, where they came from, and how they changed the face of the North American continent makes better reading than all the fiction ever written.

In the case of Nantucket Island, if it were not for the Wisconsin Glacier of some 20,000 years ago, much of the Island would not even be here, according to a dependable authority who is visiting the Island now.

This authority is Dr. Jane Forsyth, who is the only specialist in glacial deposits working with the Ohio Geological Survey, working out of the state capital, Columbus. Miss Forsyth came to the island a few weeks ago on the invitation of David Carson, the Naturalist with the Maria Mitchell Association. Miss Forsyth was here a few days when she became ill and underwent an operation at the Cottage Hospital. She is now regaining her strength by roaming over the island and studying the effect the glacier had on the Island.



Dr. Jane Forsyth
Not Formed at North Pole

It is a common fallacy, according to Dr. Forsyth, to suppose that glaciers are formed at the North Pole. The truth is that glaciers, especially the Wisconsin Glacier which most affected Nantucket, formed in the mountains of Canada, south of the pole.

Glaciers are formed, Dr. Forsyth said, by condensation of water from the ocean which eventually falls as precipitation in the form of snow. In

the vicinity of the North Pole there is an ocean which is frozen most of the time and precipitation is relatively light. When the snow falls in the Canadian mountains, the snow piles up and compacts into ice, forming a glacier. As the snow accumulates the accumulation finally becomes so great it has to move by its own weight. This movement is, of course, very slow and with the movement of the glacier the cooler temperatures accompany it.

Melting Point

When the edge of the glacier reaches a point far enough south that it begins to melt, the glacier is popularly thought to have stopped. This is not true, Dr. Forsyth pointed out. The glacier appears to stop when it melts at the same rate as it moves forward.

"The last glacier to visit Nantucket," Dr. Forsyth said, "probably made the island by picking up loose rock from the mainland and the Sound and piled up its debris to form the hills and moors on the northern part

of the Island. The Glacier came about half way across the Island from the north and the melting glacial water formed the remainder of the Island

Moraine vs. Fosse

"Behind the leading edge of the glacier great deposits were left which are now Eel Point and the north edge of the Island as far west as Quidnet. This territory includes Sauls Hills and all the higher elevations. This debris left by the glacier is called a moraine and contains all the larger deposits of boulders and other heavier materials. In places, clay is also present.

"Beyond this pile of debris," Dr. Forsyth continued, "were masses of glacial ice which, by their presence, prevented any deposition. Later, when the ice melted, a band of low, swampy land was left, called a fosse. This is where the biggest cranberry bogs are on the Island. Beyond this fosse appears the outwash plain. This includes the level, sandy parts of the Island including the airport. The outwash plain represents the sandy, gravelly material washed beyond the ice by the glacial meltwater."

The outwash plain, Dr. Forsyth explained, became crisscrossed with streams carving small valleys as the water from the glacier sought its way to the sea. Dr. Forsyth also said that when the Wisconsin Glacier was formed the condensation of the ocean water dropped the level of the Atlantic about 200-300 feet. Thus, at that time, Nantucket was not an island!

Hypothetically, Dr. Forsyth said that if all the ice present in the world today, that is in Greenland and the Antarctic, Alps, and Alaska, should melt, it would raise the level of the ocean at least 200 feet and "you can imagine what that would do to Nantucket and even some of the larger cities on the Atlantic coast."

A Walk in Sauls Hills

Dr. Forsyth suggested a walk over Sauls Hills would be of interest. There one will find fine examples of a moraine with its high and low points.

Many consider the low points valleys, but, Dr. Forsyth explained, this is a misnomer. These low points are depressions, not valleys. A valley is a series of low spots which are connected. In Sauls Hills these low spots are individual and therefore are depressions and not valleys.

"These depressions are the results of pieces of the glacier which remained after the main glacier had disappeared. The very slow melting of these portions of the glacier resulted in the depressions," Dr. Forsyth said. Also in these hills are large boulders, such as Altar Rock. Only a glacier could have carried and deposited such huge rocks.

When the glacier covered the island and began to melt, there were many streams running through the outwash plain on the South side of the island. As the glacier melted, then disappeared, these streams dried up as the source of the water supply disappeared.

Glacial Deposit Shown

Dr. Forsyth brought with her a stone which she had dug up on the Island. One side of the stone was nearly flat and marked by a series of grooves which might have been carved there. Dr. Forsyth agreed they

had been carved in the stone by the glacier. The other side of the stone contained three triangular smooth surfaces divided by much like a backbone about half an inch across the stone. At this point the "backbone" divided into two ridges running at an angle from each other thus forming the three triangular sides.

"This stone," Dr. Forsyth explained, "was brought here by a previous glacier and buried beneath the surface. This is proved by the triangular sides. This effect is what geologists call a 'ventifact.' It is formed by action of wind on the stone so it must have been on the surface at one time. When the glacier picked it up and carried it here the glacial grooves were gouged on one side leaving the other side as it was made perhaps about 60,000 years ago, during an earlier (early Wisconsin) glacial age."

The accompanying drawing by Dr. Forsyth is not necessarily true to scale. It is merely given as a guide to show how far the glacier covered the Island and the positions of the moraine, the fosse, and the outwash plain.

Dr. Forsyth was born in Hanover, N.H. Asked why she did not attend Dartmouth College in that town, she said she applied for admission but was refused (for obvious reasons). Her father was a math teacher, as was her mother, but the whole family were outdoors people and it was through this love of nature and its history that Dr. Forsyth became interested in geology.

She graduated from Smith College and studied in the University of Cincinnati and received her doctorate from Ohio State University in Columbus.

Dr. Forsyth claims to be more ecologist than geologist, but there seems to be little that she does not know about glaciers and their habits.

Nantucket:

A Brief Sketch of its Physiography
July and Botany. 190

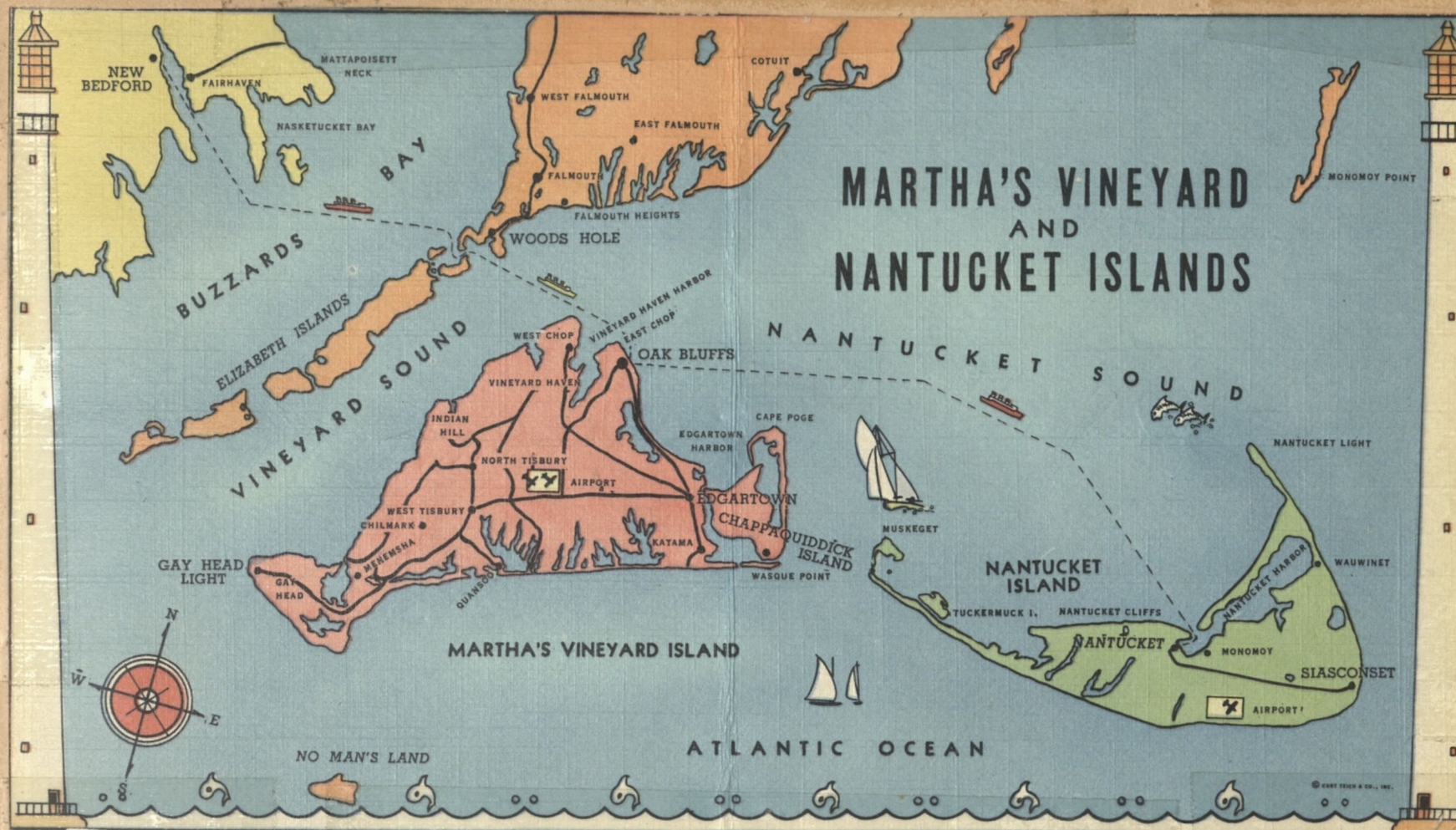
By SARA WINTHROP SMITH.

Price 25 cents. By mail 30 cc.

For sale in Nantucket at Miss P. E. by's, Centre street; A. T. Mowry's, street.

Also by G. R. Putnam's Sons, 27 West 23d street, New York.

m25 3m



NANTUCKET ISLAND, MASS.

AN ISLAND 30 MILES AT SEA

Purchased by nine Proprietors from Governor Thomas Mayhew, who retained a 1/10th interest. The price was 30 pounds and two beaver hats.

The first settlers arrived on the island in 1659. At that time the island was inhabited by four tribes of Indians.

The Jethro Coffin House was built in 1686.

Main Street was laid out in 1697, and paved in 1837 with cobblestones brought from Gloucester.

The first elms were planted along Main Street in 1851.

The Pacific Club, at the foot of Main Street, was once the home office of the three ships participating in the Boston Tea Party.

Nantucket's era of prosperity began with the capture of the first whale, in 1668.

By 1840, Nantucket had 70 whale ships and a population of 9,712.

The courage and industry of the inhabitants had built the island into the whaling center of the world.

There is much on the island today to remind us of this golden age of its history.

METEOROLOGICAL DATA - June to September

Month	Mean Temp.	Mean Max.	Mean Min.	Mean Rain-fall	Prev. Wind
June	61°	68°	55°	2.7 in.	SW
July	68°	74°	62°	2.9 in.	SW
Aug.	68°	74°	62°	3.4 in.	SW & NE
Sept.	63°	69°	58°	2.4 in.	SW & NE

Average High Tide - 3.0 feet above mean low water

LEGEND

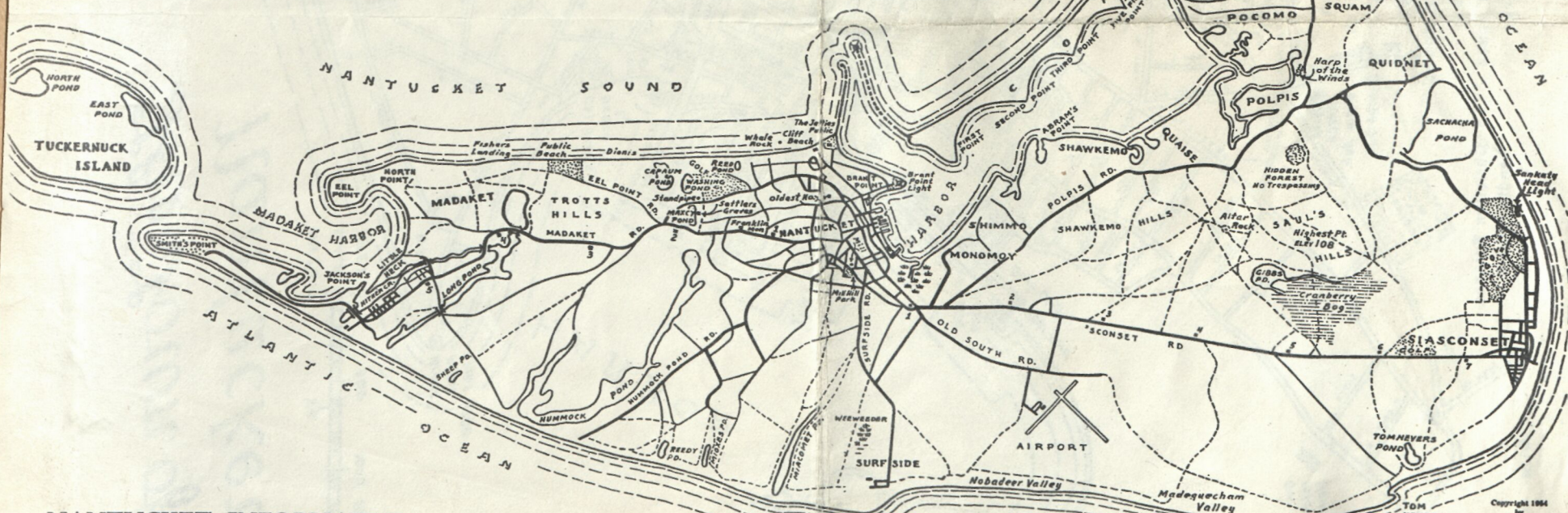
- Public Beach or Golf Course
- Main Roads
- Secondary Roads
- Rutted Roads
- Marsh

0 1/2 1 1 1/2 2
Scale of Statute Miles

Meridian Stones set by Wm. Mitchell (Father of Maria) in 1840.

Marble Stones (bearings incised) set in sidewalks, in the town, mark the boundaries of the Great Fire in 1846.

Milestones on Siasconset Road, set out in 1824.

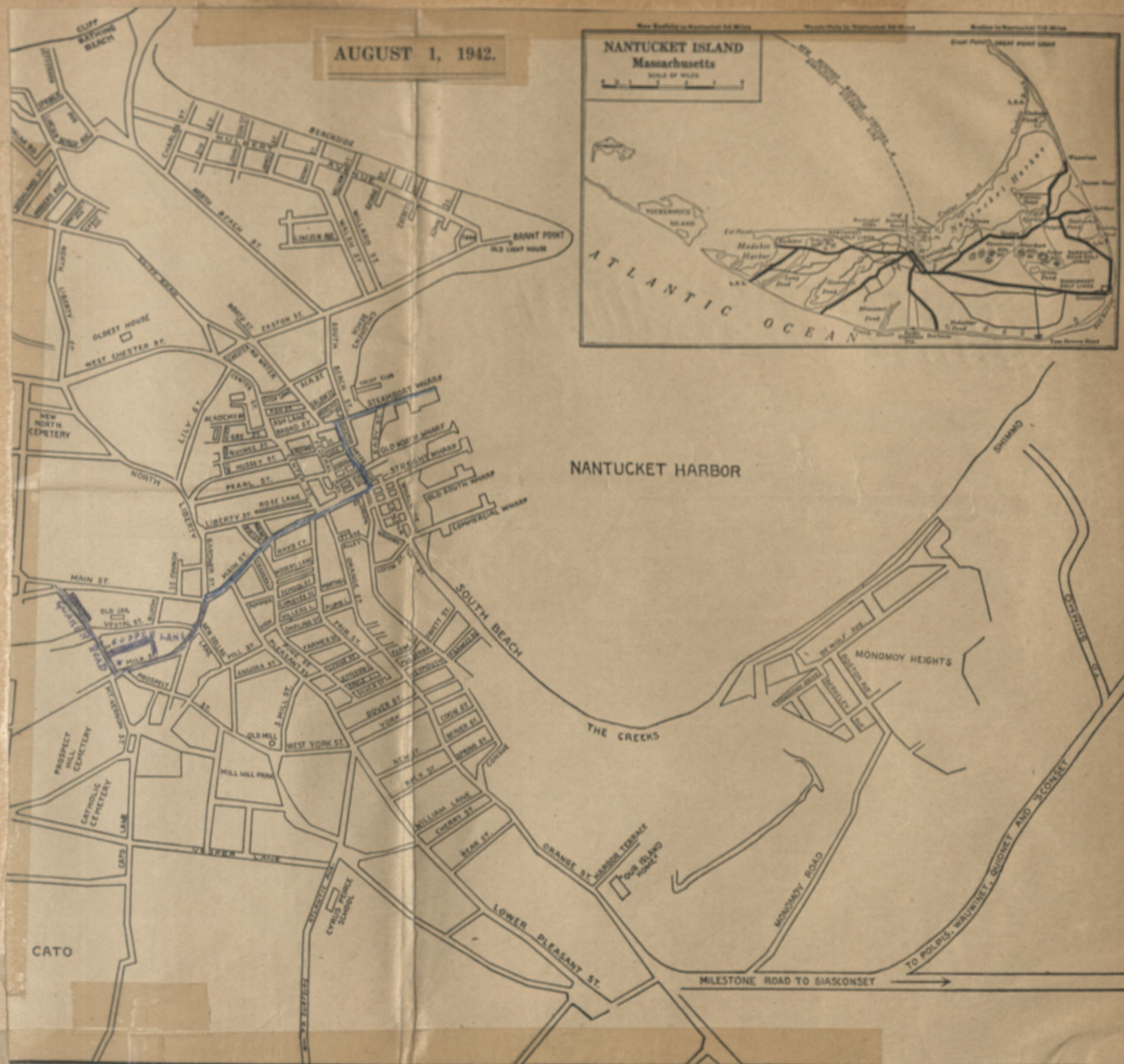
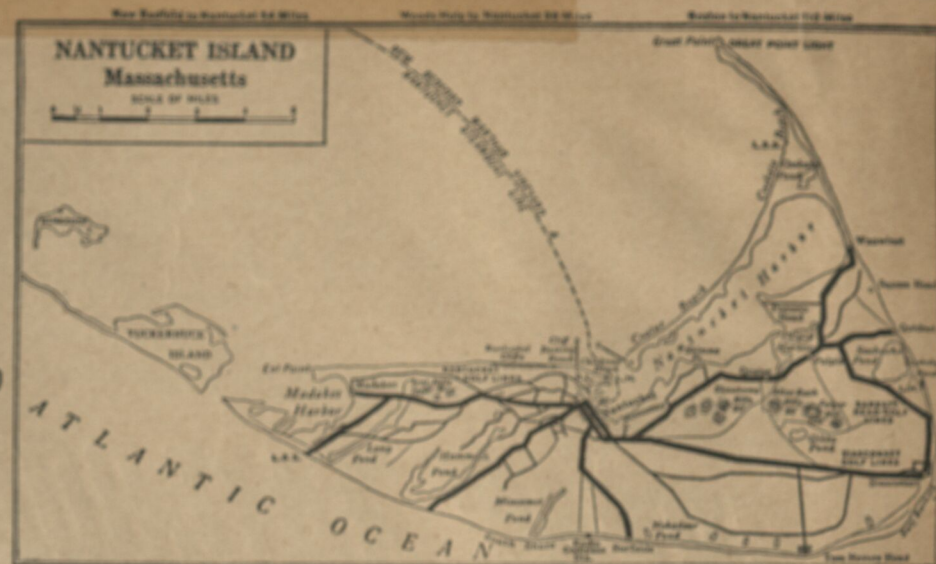


NANTUCKET INFORMATION BUREAU

Nantucket Island, Mass.

Copyright 1964
by
R. Newton Mayall

AUGUST 1, 1942.



Streets of Nantucket Town
and Harbor vicinity -
N.B. * # 33 Milk St. House built
in 1820 by George Cortin who
was great, great grandfather of
Gertrude Agnes (Porter) Pratt
and Ralph Warren Porter

Aug. 1890

JULY 17 1909.

SEND

FOR

NANTUCKET:

ITS

Highways

AND

By-Ways.

A

Complete Map of Town and Island

with

RELIABLE REFERENCES.

The map of the streets of Nantucket, contained in this little book, is clear and correct and measures 28x18 inches, printed on first quality map paper, which insures durability. The printed pages give the visitor clear and concise information necessary for his direction to the principal points of interest. Twenty-five cents per copy. Sent postpaid on receipt of price. For sale at all the stores and hotels.

THE INQUIRER and MIRROR.

1659-1909.

In honor of the 250th anniversary of the purchase of Nantucket island, in the month of July, 1659.

Among enchanted islands, far and near,
Pearl of the seas, Nantucket's sea-girt isle,
To all its sons and daughters, still is dear,
Proud of their rugged ancestry the while.

Two hundred fifty years ago, the annals show.

'Twas purchased; lovely yet, despite its age;

True to themselves, like tides that ebb and flow,

Descendants keep their precious heritage;

Oft seek seclusion in some quiet nook,

Flecked with the lights and shadows of the past,

To turn the leaves of our Historic Book,

And feel assured that no iconoclast

Can break the image of its fair renown,

Time's sculptor has engraven, nor the pen,

Traduce the settlers of this ancient town,

A little band of bold, determined men.

For, in a comely building*, filed with care,

Are legends of these men of early times;

And reverent antiquaries linger there,

Regaled in keen research by memory's chimes.

Dear, old New England town! 'Twas long ago,

The deed from Mayhew, of this wonder-land;

Gem of the sea! Its restful charms to know,

Come with the grasping of its beckoning hand!

Revert we may, to busy days of yore;

The initial industry that brought us means

To build our town; howe'er we may deplore

Its decadence—loss of familiar scenes.

Its "Oldest House" stands in a mellowed shade,

Th' ancestral light shines still upon its roof;

A roseate light, whose glow shall never fade;

'Tis woven in our island's warp and woof.

Here Tristram's grandson brought his faithful bride;

Where simple life enriched the happy twain;

Each on the other's constancy relied,

Shared every loss, but treasured every gain.

Breeze from the sea, their greeting at the dawn,

Their round of common duties crowned each day;

By ingleside their plan of life was drawn,

With many a sacrifice, for love held sway.

But since their day, in commerce, in the track

Of service for mankind, our island's sons

And fairest daughters ne'er have shown a lack

At posts of duty—so the record runs—

But guard in archives each ancestral name,

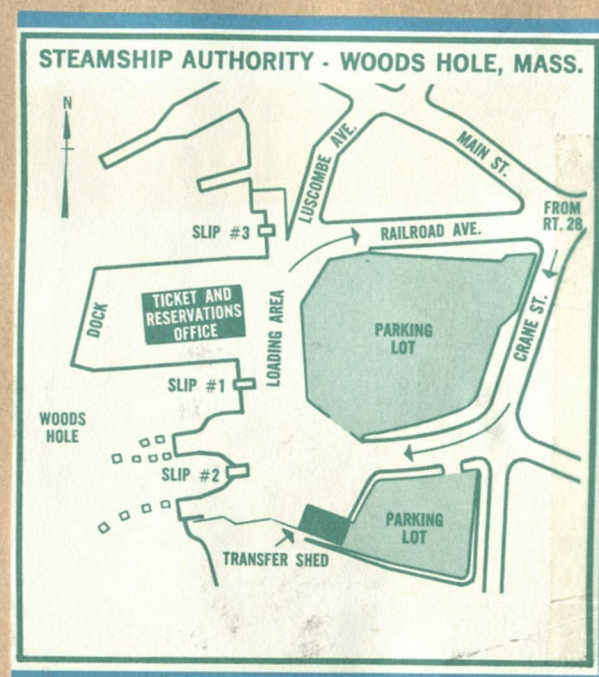
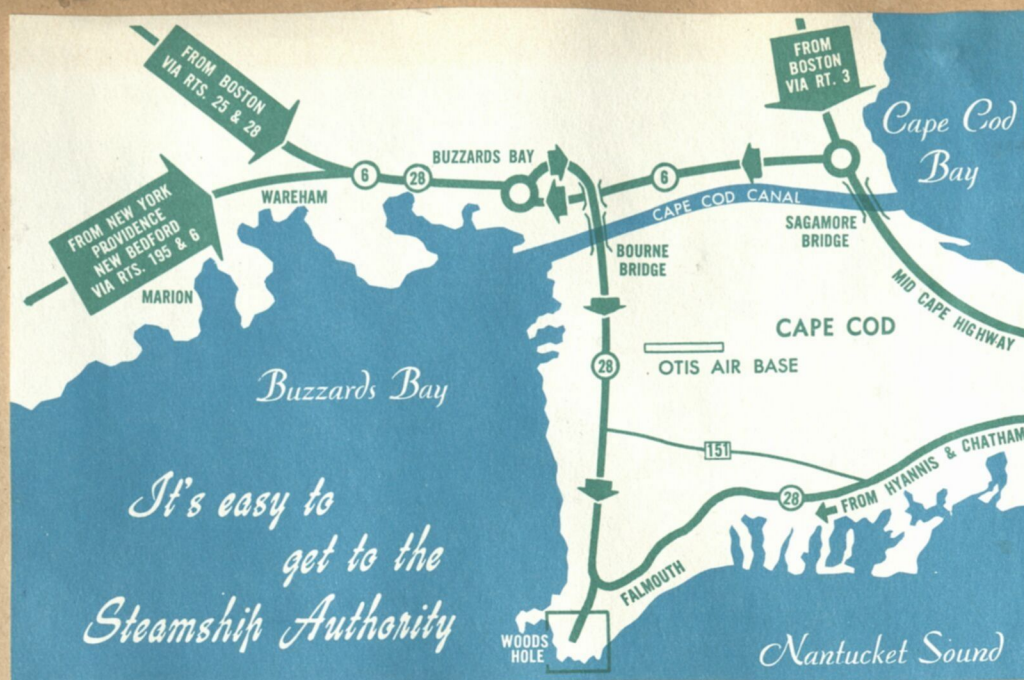
With steadfast loyalty that brooks no stay;

While fond remembrance, like a vestal flame,

Illumes the purchase deed with quench-
less ray!

Arthur Elwell Jenks.

*Nantucket Historical Association.



Only one less passenger to Island on 4th of July weekend

The statistics released this week by the Steamship Authority show that the figures on travel from Woods Hole to Nantucket and return, over the 4th of July weekend, was so close to last year's experience as to be somewhat uncanny. In 1969 a total of 7,743 passengers were accommodated over this period; in 1970, the total was 7,742 — only one less. The number of cars transported both ways over the weekend in 1969 was 834 — in 1970 the number was 843.

There are some travel experts who believe that there was considerable confusion in the minds of the public as to whether Friday, July 3, or Monday, July 6, was to be celebrated as the legal holiday, since the actual date was on Saturday.

AUGUST 23, 1884.

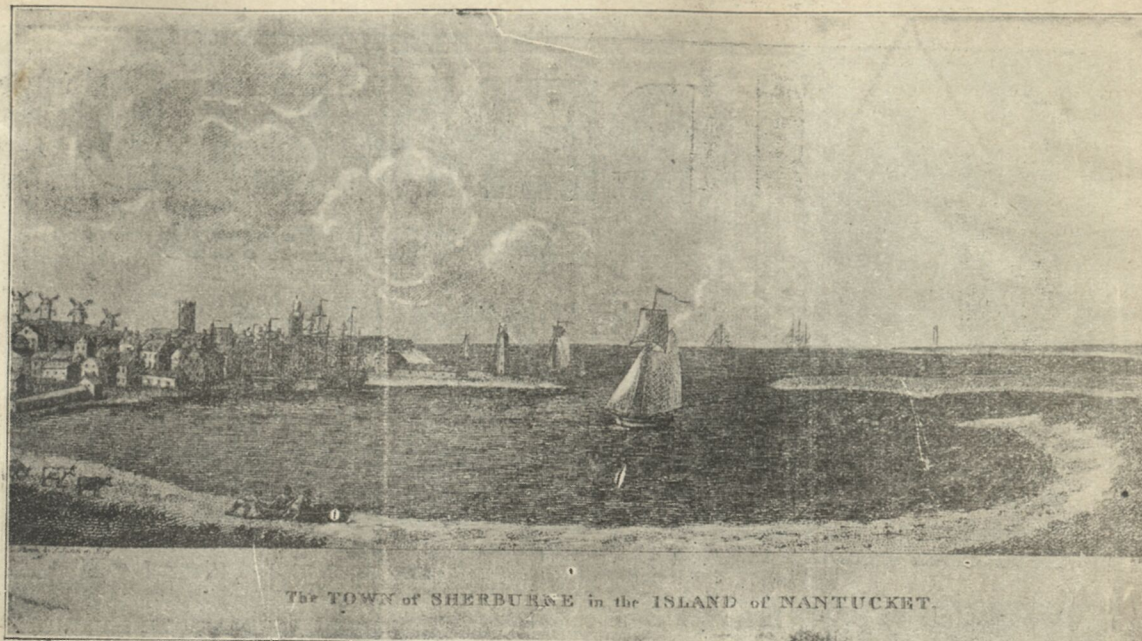
His Riches.
 Poor! did you call me?
 My wants are but few,
 And generous Nature
 Gives me more than my due:
 The air and the sunshine,
 Fresh water and health,
 And heart to enjoy them—
 All these are my wealth.
 My wealth is substantial,
 Although in the mart
 I cannot convey it,
 In whole or in part;
 Yet if I enjoy it,
 What signifies more?
 I'm lord of the ocean;
 I'm king of the shore!
 Wealth could procure me
 But pleasure and ease:
 I've both in my garden
 Beneath the green trees;
 I've both in my cottage,
 My fancies to feed:
 I've both in my conscience,—
 What more do I need?

CHILDREN'S COLUMN.

Who Pulled the Kitty's Tail

Day after day, I'm sad to say,
 Our Hale torments the Kitty,
 We try in vain to make his reign,
 More kind and full of pity.
 "He can be made," said sister Sade,
 "To treat the poor thing better.—
 There, naughty Hale!—Don't pull her tail!
 Now let her go!—now let her!"
 "I don't," (and higher mounts his ire,
 Till sister's pleading cools it.)
 "I just catch hold—" (and truth he told,)
 "And the Kitty pulls it!"

—Good Cheer.



The TOWN of SHERBURNE in the ISLAND of NANTUCKET.

NANTUCKET WHEN IT WAS "SHERBURNE"



This illustration is from an old drawing depicting the town of Sherburne. At that period there were four mills standing on the hill, two of which are seen at the left of the picture.

There are several examples of the next type of house — the two-story lean-to, such as the Elihu Coleman house out on the original site of Sherburne Town, built in 1722. The owner was a Quaker elder and visiting speakers were often housed there. The first anti-slavery document is said to have been drawn up in this dwelling.

Here and There.

SHEEP COMMONS.

In our juvenile hours,
 A good uncle of ours
 A high place 'mong our busy men filled;
 He had planned out a pier,
 And for more than a year
 Was collecting material to build.

On his out-of-town tours,
 As he jogged o'er the moors,
 If a big stone appealed to his heart,
 He would stop his old nag,
 And though heavy to drag,
 Would lift the stone into his cart.

By getting so many
 He saved a shrewd penny,
 Making even his leisure hours pay,
 And so went on collecting,
 Ne'er even suspecting
 That he himself might rue the day.

'Twas down south, near the Creeks,
 That he labored for weeks,
 Filling in there with stone, brick and wood,
 And hoped by his labors,
 With help from his neighbors,
 To build up his work firm and good.

It served his turn well
 For a limited spell,
 But was rather a cobbled affair,
 And to-day, for his pains,
 Scarce a vestige remains,
 Of the wharf Uncle Peleg built there.

Later on, we are told,
 When the good man grew old,
 He bought commons in dividend lands,
 And went out to explore
 The divisions all o'er,
 To learn what he'd got on his hands.

With his good friend Isaiah
 He cruised here and there,
 Riding over a good deal of ground,
 But the shares were all mixed,
 Corners couldn't be fixed,
 For but few bound-stones were to be found.

Uncle Peleg, surprised,
 Seemed in mind exercised;
 Then, after a while, lost in thought,
 His eyes wandered round,
 As through searching the ground,
 But he still held his peace and said naught.

His friend Isaiah stormed,
 As his vexation warmed,
 "What thee's bought here I don't understand;
 Bought a pig-in-a-poke?
 But, indeed 'tis no joke,
 For thee never can locate thy land."

Then his wrath waxing hot,
 "The man ought to be shot
 Who has carried these bound-works all off;"
 "I'll tell thee Isaiah;
 It's my fault, I declare;
 I've got'em all down in my wharf!"

1890

SHEEP COMMONS.

I'd sheep commons to sell,
 But the market went wrong;
 I might have sold well,
 But I hung on too long.

When they offered me ten,
 I stuck hard for fifteen;
 I should have sold then;
 Now that's plain to be seen.

Now the boom has gone by,
 I'd be glad to get five;
 But they say that's too high,
 As sure's I'm alive.

When the last boom was on,
 The price was quite steep;
 But now that 'tis gone,
 I will sell them out cheap.

They are taking up land
 Till there'll soon be no more,
 And I now understand
 What I didn't before.

When they have all got through,
 And there's no common land,
 O, what then will I do
 With my commons on hand?

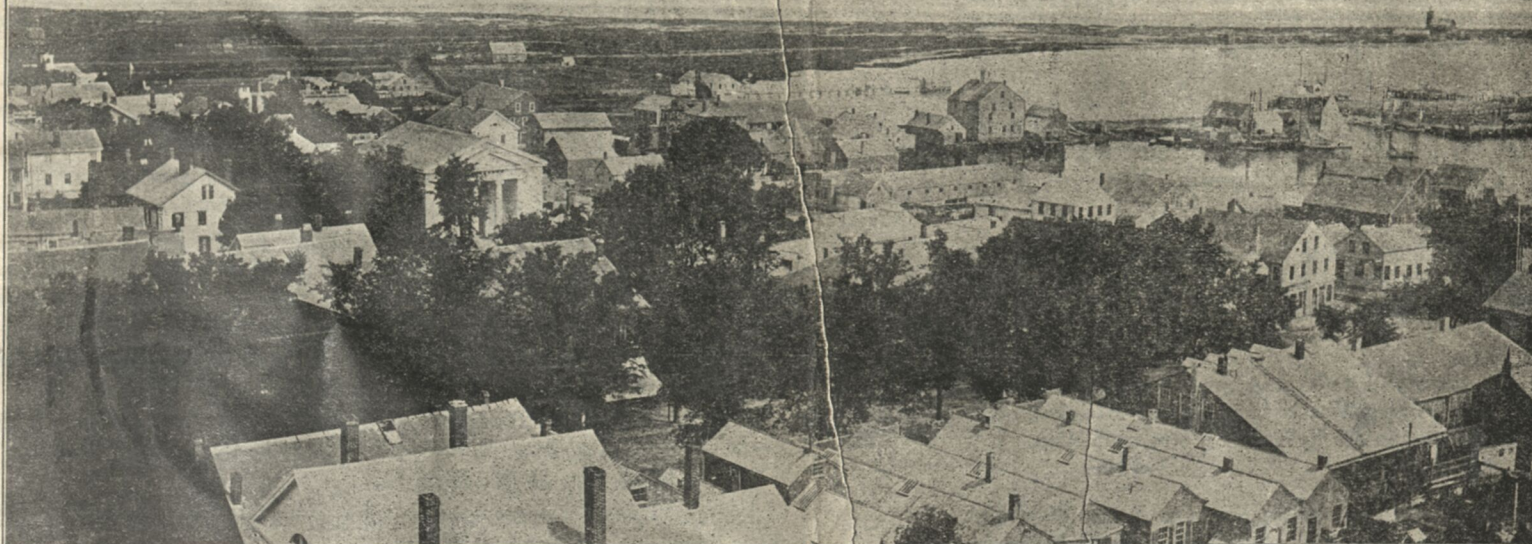
JULY 21, 1934



Photo by Bover



A view of Brant Point and Beachside taken from the south tower fifty-five years ago, when "the point" was barren except for the lighthouse and Captain Burdett's boat-house on the inner shore of the harbor. Beachside did not have a single house on it. Hayden's "salt water baths" was at the "clean shore"—the building is now the Easy Street Gallery. William R. Easton's large ware-house was standing at the head of Steamboat wharf and the "restaurant building", where Captain Scudder served chowder, was on the north side of the wharf. This building now stands on Pine street, occupied by Charles G. Whelden. The old T is also noticeable in the picture. A little to the right of the center may be seen the old bowling alley, which site is now occupied by the Red Men's building. This was before the section between Easy street and South Water street was filled in, when the harbor waters flowed up to the rear of Uncle George Winslow's blacksmith shop on Steamboat wharf (now Smith's plumbing shop) and at the rear of Paddack's carriage shop—now Larkin's paint-shop.



BRANT POINT WAS A BARREN TRACT SIXTY YEARS AGO

1873

Few pictures can show more clearly the progress of the town of Nantucket in sixty years than this reproduction of the picture taken from the South Tower in 1873. Brant point at that time was a desert of sand, unoccupied at any period of the year except by the lighthouse keeper and his family. The assessors at that time valued the whole section at only a few hundred dollars and the entire tract on the point was offered for sale at \$500. Today this same section—shown barren in this picture—is assessed for more than half a million dollars.

The small building standing in 1873 a short distance from the lighthouse was the boat-house of Capt. Barzillai Burdett, which was later used in the construction of "Driftwood", the summer residence of Clarence Gennett and family.

Further up the point may be seen the old bleach-house which formed a part of the candle-works of John W. Barrett. This building was converted into a barn by the late Dr. Williams and has since been transformed into a summer cottage.

Hayden's "hot salt water" bath-house and its pier appear in the picture, with the "clean shore" adjoining, which in later year has become the children's bathing beach.

The large 3 1-2 story ware-house of William R. Easton at the head of Steamboat wharf appears in the picture and also "Uncle Scudders" restaurant building further down the dock. This building was removed years ago and the main part is now the residence of Mr. and Mrs. Charles G. Whelden on Pine street.

Sections of the piazza which surrounded the restaurant building on three sides may be seen today on the north side of the Killen office building on Old North wharf.

At that period (1873) the harbor waters flowed up to the rear of the Easton building and the George B. Paddock Shop (later Philip Holmes shop). The old bowling alley is shown on the site now occupied by Red Men's Hall.



Photo by Boyer.

THE STately ELMS TOWER ABOVE THE HOUSE-TOPS.

Brant Point, Nantucket, was the first place on the Atlantic coast where a light was displayed for the guidance of vessels at night. The lighthouse was a crude affair of timber, and a lantern was hoisted each evening at the top.

The Old Portuguese Bell of Nantucket.

BY CAROLINE PARKER HILLS.

In Brant Point's lighthouse tower am I,
And here I watch the coming storm;
Fantastic clouds go flitting by.
Aërial sprites in legions swarm;
While floating over ford and fell,
Drift echoes of the curfew-bell.

Full seventy years are past and gone,
Since journeyed from a foreign shore
The bell that welcomes in each dawn;
That plaintive sings the day is o'er;
With benison of sounds that tell
All hearts it is the curfew-bell.

And while it chants its evening hymn,
A song of love; a sweet refrain;
The village lights will soon be dim
That gleam from every window pane;
As if in answer to the swell
Of silver-throated curfew-bell.

In Lisbon was its metal cast;—
Those occult harmonies that ring—
When stroke by stroke they ply it fast—
Swarm forth like birds on eager wing;
'Tis fit for jubilee or knell
For mario or for curfew-bell.

When winter's ice encircles round
The crescent outline of our isle;
When summer's rhythmic waves resound
Along the coast for many a mile;
Alike, its well-known accents tell
How faithful is our carfew-bell.

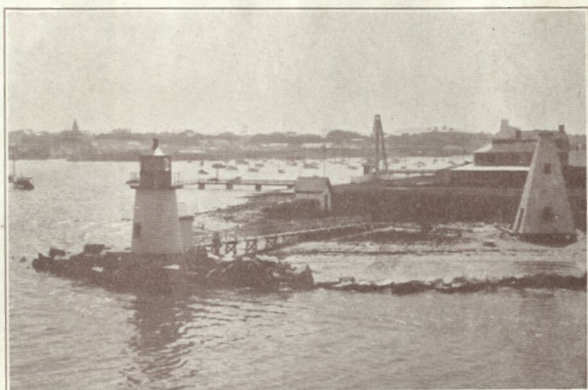
And when no more I light the flame
That glitters over land and sea;
What matter though I leave no name;
Perhaps no friend to weep for me;—
'Twill surely chime a last farewell,
To one who loved the curfew-bell.

NANTUCKET, 1888.

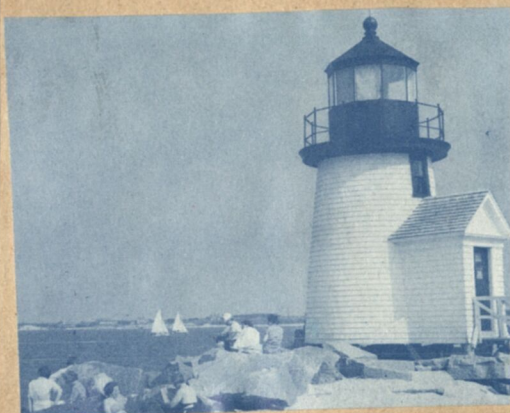
Sunrise at Brant Point



Brant Point Lighthouse Guards Entrance to Nantucket Harbor



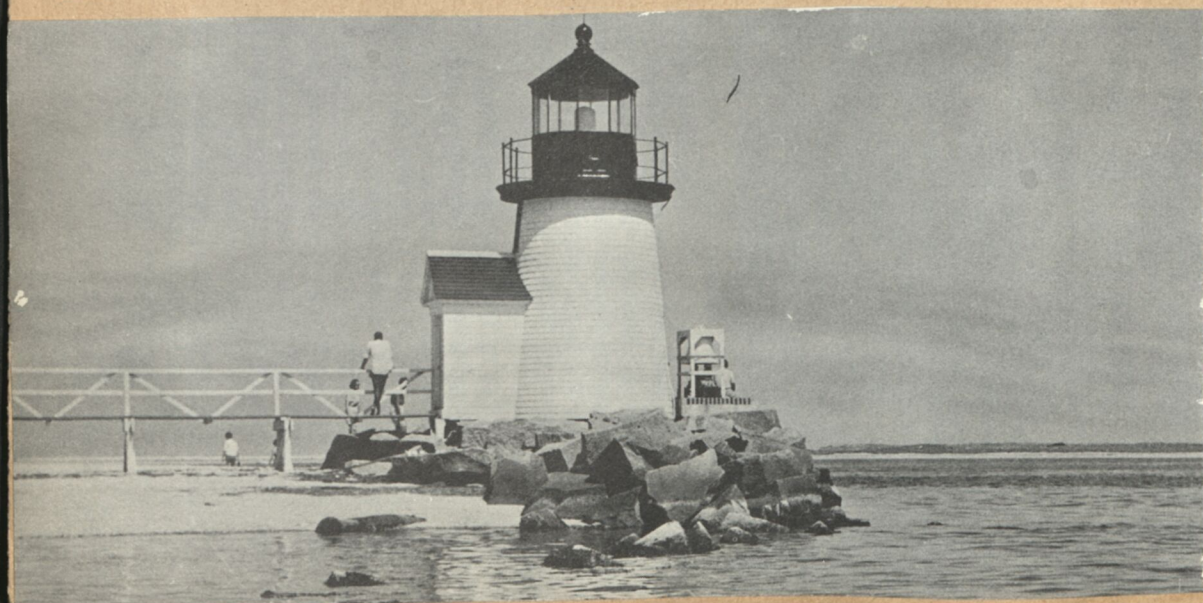
Brant Point Light at Entrance to Harbor.



Old Lighthouse, Brant Point



Great Point Lighthouse



Brant Point Lighthouse Guards Entrance to Nantucket Harbor



FEDERAL STREET IN 1870, WHEN THE ROADWAY WAS CONCAVED AND THE STREET LINES IRREGULAR AND UNATTRACTIVE.



One of the few cobblestone main streets left in the United States is on Nantucket. Stones were brought to the island as ballast in whaling ships.

The century-old elms planted by the Coffins along Main st. hover over the cobblestones in an air of quiet dignity. Nearly every other American town, once rich in 18th or early 19th-century architecture, has been injured by the intermingling of later buildings. But by a curious set of economic chances, old Nantucket has almost entirely escaped, and remains today architecturally much as it was when the crest of the whaling prosperity enabled the islanders to build it.



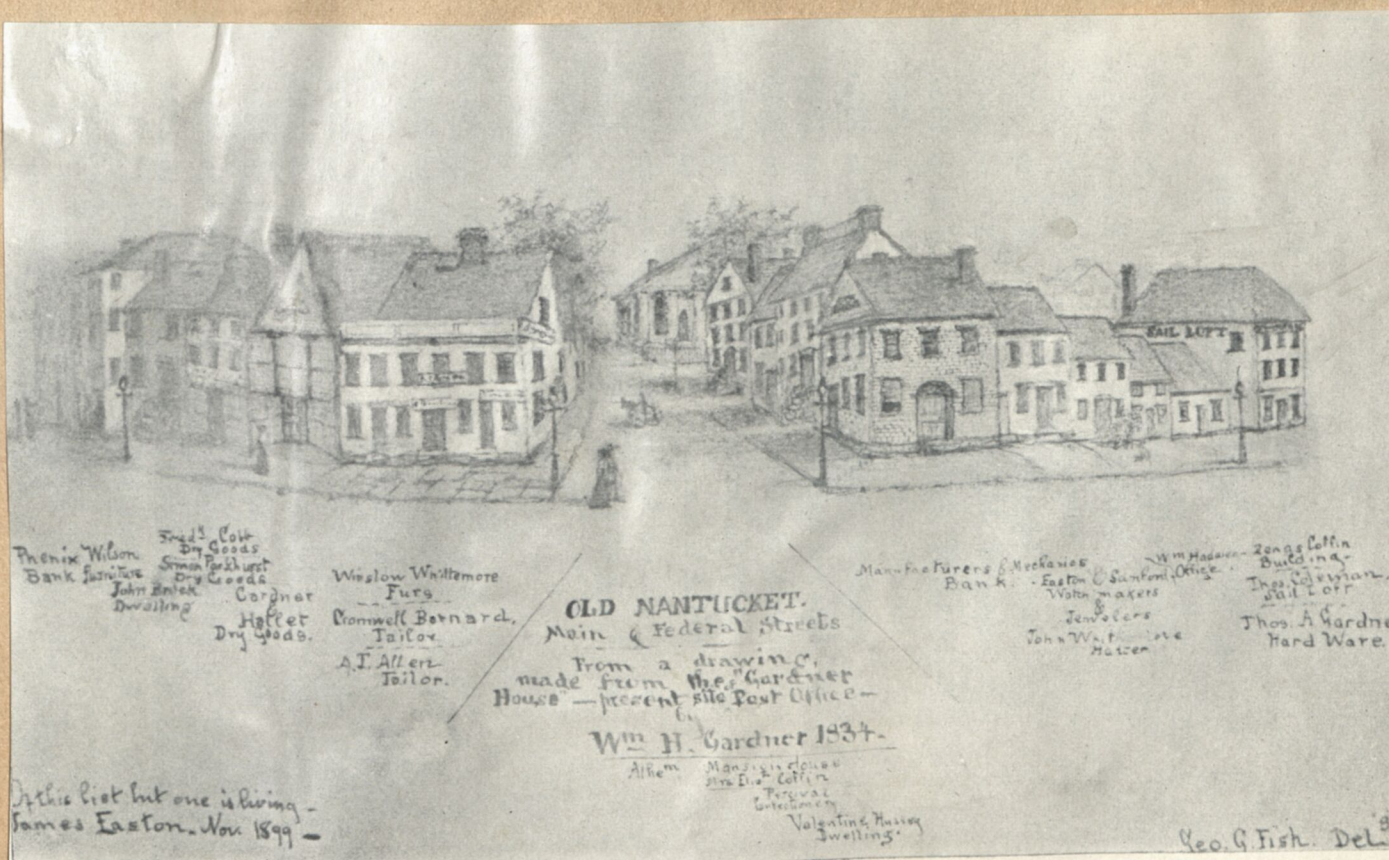
INDIAN RELICS

Thousands of arrow-heads, many Indian shell-heaps, and other Indian relics found on Nantucket, emphasize the fact that the Indians had established themselves on the Island long before the white settlers arrived in 1659. They presumably came by way of the islands at the west.

The earliest relics found may be dated prior to 1600. Many more are now being found by persistent searchers.

THE SHURROCKS COLLECTION

At the right of the door, as you enter the main Museum is a large case back to the wall containing Indian artifacts collected on the Island by Mr. and Mrs. Alfred Shurrocks over a considerable period of time. They have prepared a very interesting pamphlet titled "Nantucket Indian Artifacts."



MAIN STREET, 1834.

Looking North on Federal Street toward the Atheneum Library.



Looking Up Main Street Forty Years Ago. 1880



NANTUCKET TOWN
From a lithograph by Ruth Haviland Sutton

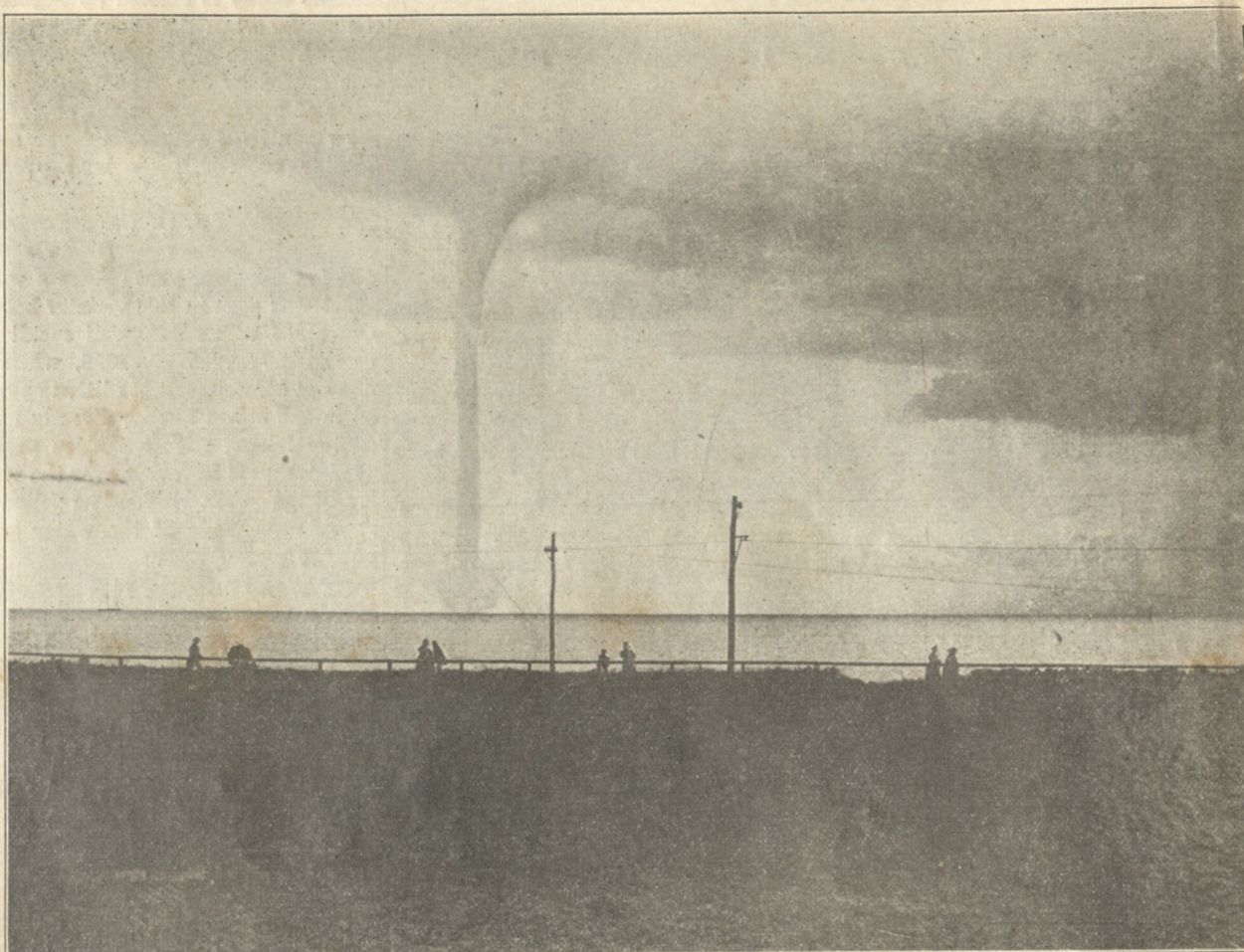
1957



Sand Dunes on Great Point.



Great Point Light.



THE WATER SPOUT IN NANTUCKET SOUND, AUGUST 19, 1896

"Whale Ashore" 1971

A large section of a whale drifted ashore at Surfside Monday morning and it was necessary for the Town Department of Public Works to dig a wide hole in the beach above the high water mark and bury it.

The carcass was about 25 feet long and was in a decomposed condition which led to the belief it had been in the water a long time before reaching Surfside. It came ashore near the Yates and Quigley cottages.

Robert W. Jones, DPW superintendent, said an attempt would be made to tow it to sea but this failed and it was decided to bury it in the sand.

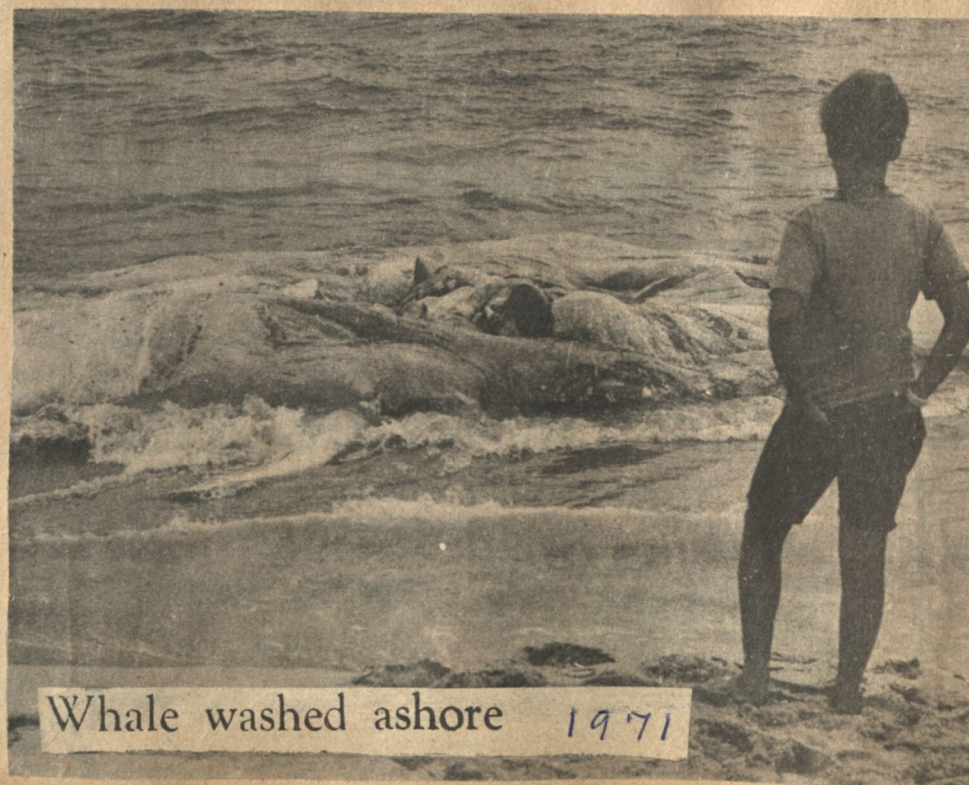
Jones said the whale had been cut in half

in some unknown manner and the section that drifted ashore was the head section with the flippers. The tail and main body of the whale was missing.

Wednesday morning the DPW started bulldozing a hole in the sand and a rope net was prepared by Harry Clute, DPW

foreman, and his crew, and was placed around the whale. A long cable was fastened to the net and a truck with a power winch managed to pull it into the hole where it was covered over with sand. Jones said it took two other trucks to hold the truck with the winch in place on the bank as it pulled the whale onto the shore.

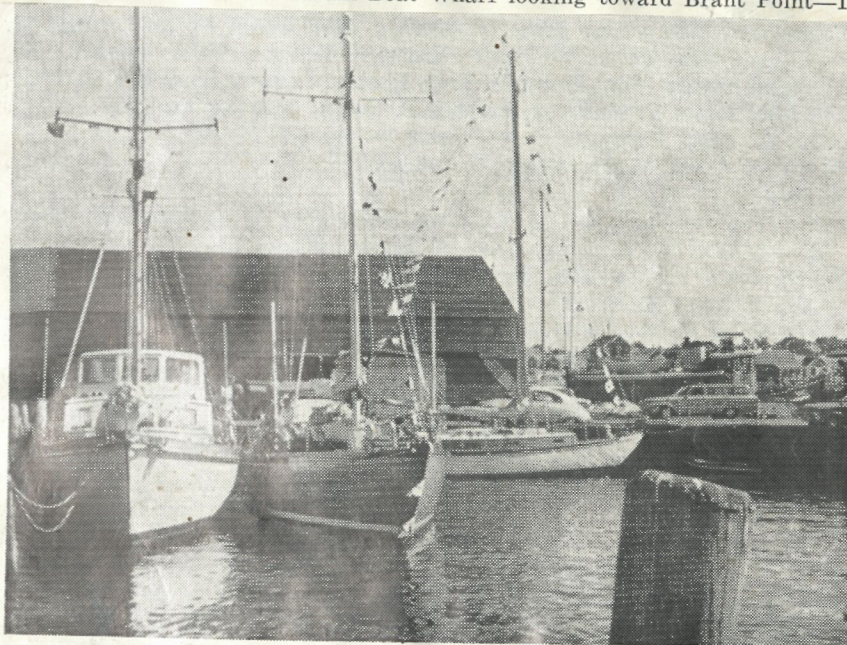
1971



Whale washed ashore 1971



Old North Wharf and Steam Boat Wharf looking toward Brant Point—1905



Sleek Visitors from Faraway Places.



THEN and NOW . . . Pease's Garage, and Pease's Stable before it, long were a landmark at the corner of Broad and South Water Streets. Bought last year by Sherburne Associates, it was completely remodelled.

Before



Boatman's Necklace. Some of the Rainbow Fleet at Straight Wharf before it was rebuilt.



Northeast storm and record high tide push Harbor into lower Broad St.



It now accommodates "The Whaleshop," dealing in souvenirs and small objects, together with the making and sale of choice fabrics hand-imprinted with original patterns by the silk screen process.

NOW
1972

New building along Brant Point



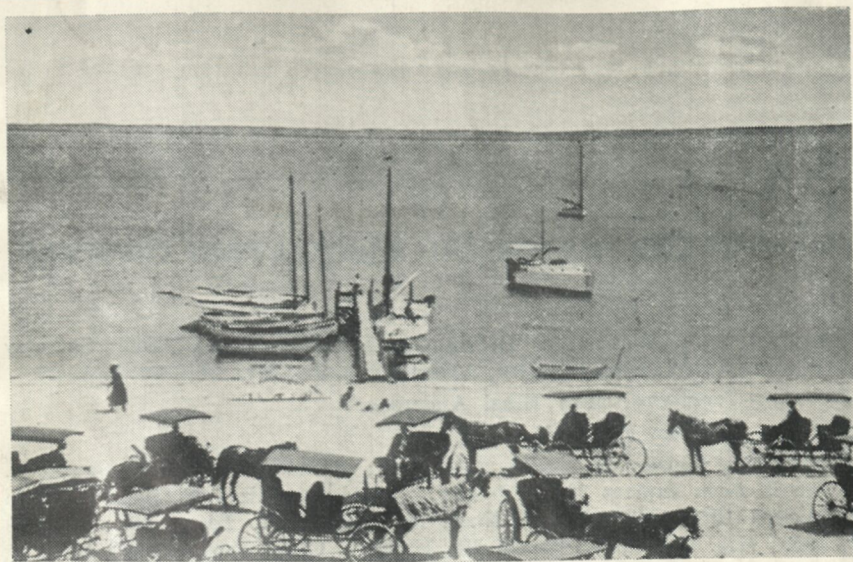
Construction of an Annex to the White Elephant is well advanced on land where the former Breakers Hotel once stood. The Moorings rooming house is to the right (east) of the new building, and Auburn Cottage, residence of George W. Jones, is to the left, between the new Annex and the White Elephant. *April 1973*



Straight Wharf, circa 1940.



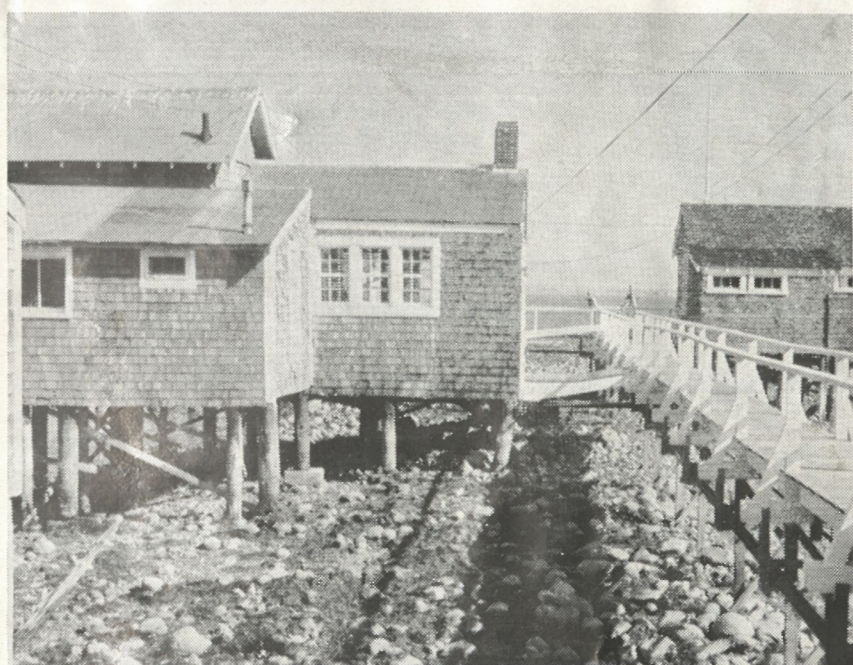
The Old Buildings moved out on Straight Wharf await patiently, like Refugees, their permanent locations.



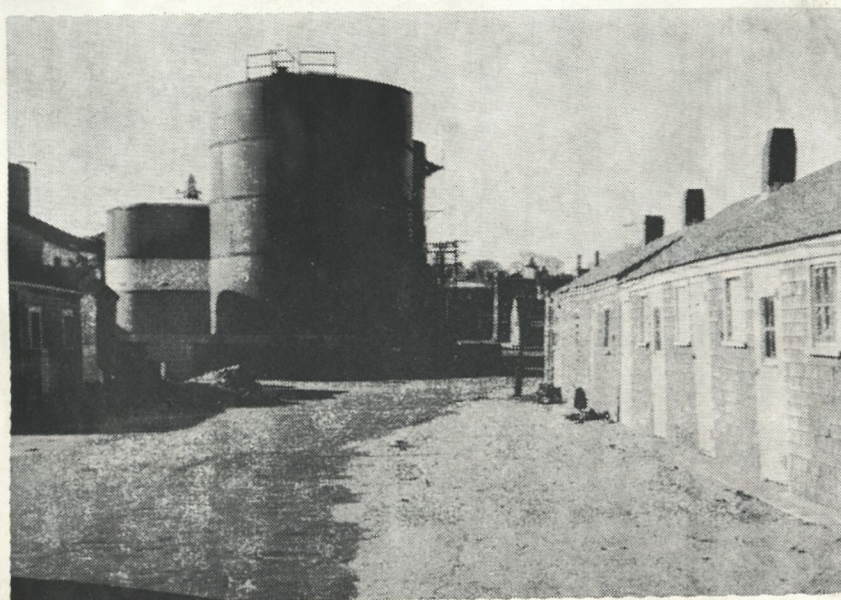
Copy by Dick Williams
Cliff Beach—Carriages at the Boat Landing, Nantucket, Mass.—1915



Children's Beach



High and dry at an abnormally low Spring Tide stand the Little Houses off the end of Old North Wharf.



Nantucket's Changing Shoreline.
The Island Service Company's new oil tanks at Old South Wharf

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1972



The Washington Street beach on the harbor when the scallop shanties dominated the scene. To the left is the wood pile of John Howard Dunham. The Nantucket railroad ran along the street in back of the buildings. The present Legion Hall is in the center background.

Aug-1956
Enjoy Swimming and Sunning at

THE JETTIES

BATHING BEACH

Nantucket's Finest, Safest

featuring
SMART WIND CABANAS

for the ultimate in beach comfort



Country Club Service at moderate rates.

Rent — Bathhouses Umbrellas Chairs Towels
by Day, Week, Month, Season

Have a complete lunch or snack at our
TERRACE RESTAURANT

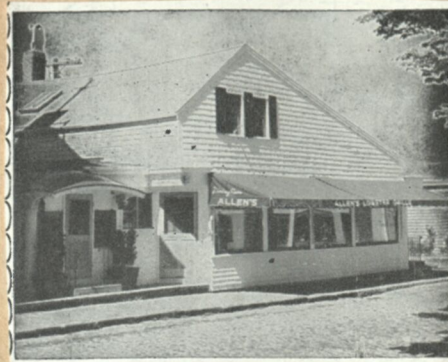
Overlooking Beautiful Nantucket Sound

Shop on the spot for all your beach accessories at the
BEACH SHOP

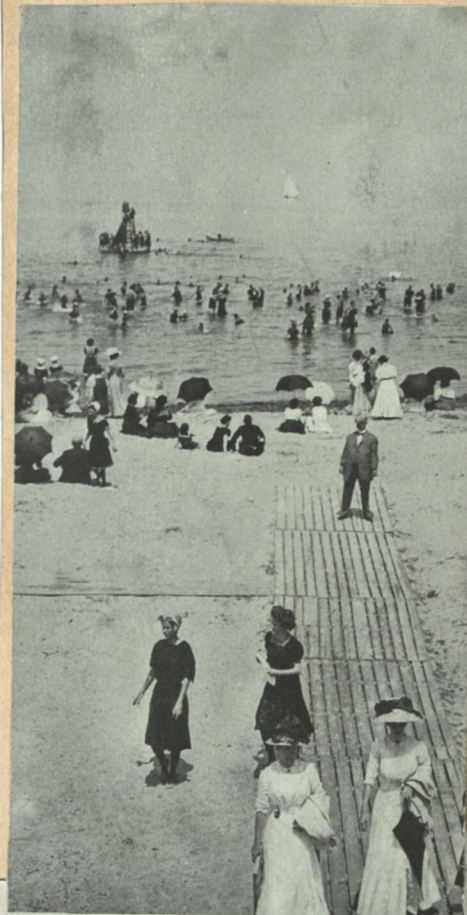
Qualified Life Guards And Swimming Instructors In Attendance

TEL. 660 FREE PARKING BUS SERVICE R. I. CURRIE, PROP.

One of Nantucket's Oldest Established Restaurants
Allen's Lobster Grille Dining Room,



CHILDRENS BEACH



THE BEACH AT NANTUCKET

1884

Ocean Bathing Rooms,
CLIFF SHORE.



THE subscriber would inform his friends and the public generally, that his place of popular resort is now open, and will remain open every day for the season. These rooms are located within a short distance of the ocean, and for accommodations are inferior to none on the island.

jyl2

GEORGE W. BURDICK.

The "Dauntless" sailed from Steamboat Wharf to the Cliff Bathing beach for the sum of 10¢ each way!!



UMBRELLAS OF BRILLIANT HUES DOT THE BEACH.



"SAILING, SAILING, OVER THE BOUNDING WAVE"

CLIFF BATHING BEACH



© National Geographic Society

Kodachrome by B. Anthony Stewart

Nantucket Bathers May Plunge into the Atlantic's Surf, or Swim in the Still Waters off the North Shore Cliffs

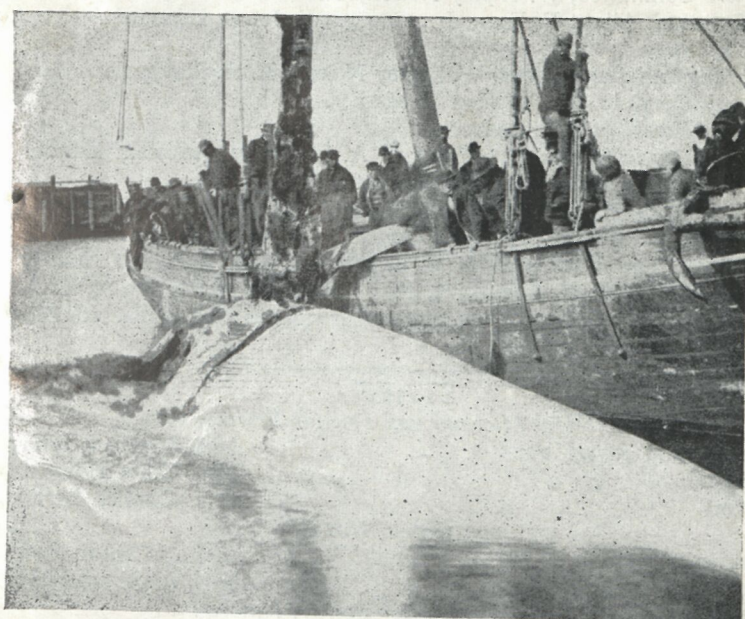
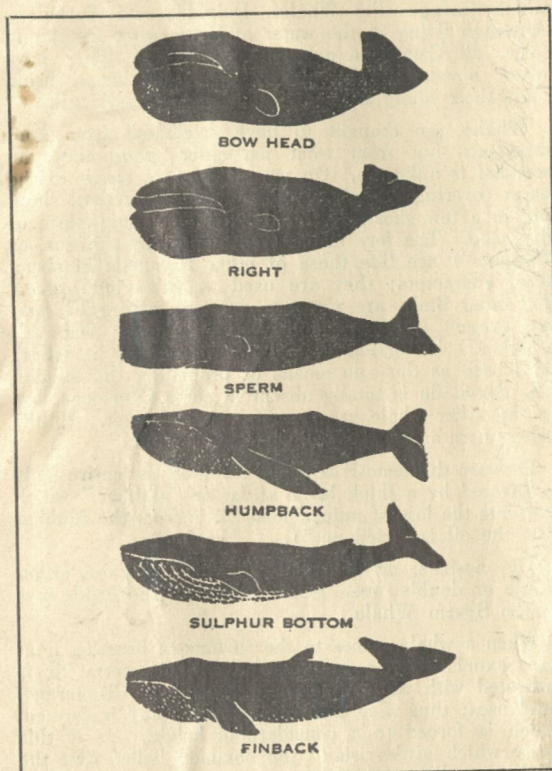
This public beach fronts the ocean on the north side of the island, which lies 25 miles below Cape Cod, Massachusetts. Nearest land to the east is Europe; to the south, the West Indies. In colonial days many Nantucketers were better acquainted with Europe and South America than with their own mainland.



WHALES - WHALING - WHALESHIPS

100 Years Ago and Today

Revised 1940 Edition for 100th Anniversary of
Whaleship Charles W. Morgan



One hundred years ago — April 7, 1870 — a whale was brought into the harbor and "cut in" alongside a schooner at Commercial Wharf.

Species of Finback Whale Came Ashore Near Dionis — Skeleton To Be Saved



OCTOBER 26, 1967

Cast up on Nantucket's north shore late Friday afternoon this species of finback whale attracted many people over the weekend. Efforts to preserve the skeleton are now being made.

A forty-four foot right whale, trapped in the shoals north of the Island, close to shore, met an inevitable death late Friday afternoon and came up on the beach a few hours afterwards. Apparently pursuing fish for food, the whale was first sighted by John Macrae, who was fishing off the beach between Eel Point and Dionis. At first, he thought the object a capsized boat as it had little movement, but as it came nearer he recognized it as a whale. The movement of the great flukes gave mute evidence that the creature was still alive, but at this stage he was literally scraping along the small-stoned bottom which extends just off the beach in this area, and soon stranded with the falling tide.

Mr. Macrae notified the local Police Department of the whale's presence. It was not possible at this time to tow the creature into deep water, as that section of the north shore has a shoal water approach, and the size of the mammal precluded any small-boat towing. When the tide dropped the whale was high up in the wash, firmly imbedded in the sand.

All day Saturday and Sunday various groups and parties journeyed out to see the stranded whale, some proceeding by way of Dionis, others from the other side of Capaum Pond. A number of jeeps and beach buggies drove along the shore, and one group actually came by horseback, providing an unusual picture with three horses and their riders clustered about the whale.

By actual measurement, the creature was 43 feet, 10 inches long.

Its flukes were 9 feet across and the upper jaw 6 feet 5 inches long. From the ivory white underbody, with the long grooves extending from the mouth along the belly to the navel, the blue gray coloring on the top side and back, the broad white band across its pectoral fin, the under side of the flukes white and the top side black; together with the snout and jaws rather sharply pointed and the arrangement of the baleen in the upper jaw in single rows — the whale had the characteristics of a Little Piked Whale, being different from the common finback by the shape of the head and the coloring of the body. Years ago it was called by mariners a "grampus" or a "young finback", but while the body outline was like the finback, the posterior end did not become as slender as the finback's and the dorsal fin had more of a pronounced curvature.

The Little Piked Whale, or Least Rorqual, as he is also known to the scientists, is not often found in areas further south of Long Island. As he feeds principally on fish, he has been stranded in shoal waters along this and the Cape shores before. However, the size of this particular whale was so much larger than any of the Least Rorquals previously cast up on New England beaches that experts who came to the Island believe it to be still another species of finback whale — a species as yet undetermined.

On Tuesday, William Scheville, an authority on whales, and Andrew Konnerth, also a marine biologist, came down from the Woods Hole

Oceanographic Institution to examine the creature. At this time a conference was held with representatives of the Nantucket Historical Trust and the Nantucket Historical Society, who were interested in salvaging the skeleton of the whale for possible exhibit somewhere in Nantucket. At length, Walter Beinecke, Jr., offered to underwrite the cost of saving the skeleton. Despite the number of whales which have come ashore here in the past, there has never been an attempt to preserve the entire skeleton of the creatures, and that an arrangement has been made for such salvage is to be commended. Both Mr. Scheville and Mr. Konnerth were enthusiastic at the opportunity of thus securing a complete skeleton, realizing it to be of scientific as well as historical value.

The problems involved in the undertaking are not easy of solution, but the task was undertaken by Mike Lamb and his workmen on Wednesday morning. With weather conditions at this time of year not easily predictable, the disposal of the blubber and meat necessary, and the need for prompt action so that the skeleton may not only be separated but marked for reconstruction, this is truly a major effort. The Nantucket Historical Association is cooperating by loaning some cutting-in spades from the Whaling Museum. Tentative plans have been discussed as to how the skeleton may be ultimately displayed, but no definite decision has been reached as to what organization will eventually secure the exhibit or where it is to be placed.

The Romance of Whaling

by EDWARD P. McGRATH

SHE SITS in the bright sun at Connecticut's Mystic Seaport like some prized piece of polished driftwood, a memory of grace and a relic of valor. Her tall masts are bare of canvas, and the keel that tasted tropic tides and arctic ice now knows only the gentle wash of the harbor waters.

Born in a New Bedford shipyard in 1841, the whaler Charles W. Morgan cruised the seas of the world for 80 years and knew the best of an incredible way of life. Today, her back to the sea, she is a floating museum, a remembrance of proud days past.

If you would relive those days, come walk the afterdeck that knew the measured pace of 24 Yankee captains. Stand in the bows and listen for the cry echoing from the masthead above: "She blows—and sparm at that!" See the sleek black mountain of a whale gliding through the foam-laced sea.

You must use your imagination. But then, with out imagination the great days of the Yankee whalers would indeed be lost forever.

The men of New England were latecomers to the whale hunt. Adventurous Norsemen had chased the giant mammals for centuries; so had the Japanese, Eskimos, Basques, and Dutch. Seventeenth-century explorers watched in awe as Maine Indians in flimsy canoes pursued the hunt with spears and bows and

arrows.

The early American settlers soon followed the Indians' example, their boats only slightly larger and the chase always conducted within sight of land. Lookouts perched in shaky wooden watchtowers on the beach raised the cry of "Whale off!" to send sixman whale boats in pursuit.

Blubber peeled from the whale was boiled in trypot, great iron vats that filled with an oil used as lamp fuel. Whalebone provided the raw material for a variety of products, from corset stays to artfully carved walking sticks.

The hunters' quarry was the right whale, so called simply because he was the "right" whale to catch. He was large (as long as 60 feet), but he swam slowly, had no teeth, and was quite docile. Moreover, he was so buoyant that he floated after being killed and could conveniently be towed ashore. The right whale was hunted with such success that his numbers soon drastically decreased.

But there were other whales to be pursued. In 1700 a square-headed specimen was washed ashore at Nantucket, greatly impressing the local citizenry. One Peleg Folger described him: "He has no bone in his head and his brains is all oyl. He has a hooking hump on the after part of his back, one spout hole, and his under jaw is full of ivory teeth and his tongue is very small."

The sperm whale, as the New Englanders were to call him, was a far richer



The whaleship Charles W. Morgan—under full canvas.

prize than the right whale. His oil was finer and more abundant, and he yielded a sponge-like substance called spermaceti, which had neither odor nor taste and could be pressed into excellent candles.

A richer prize, indeed, but a more dangerous one. No oversized porpoise this, waiting to be overtaken and lanced. The sperm whale was a fighter—his head a battering ram capable of sinking a full-sized ship, his tail a great lashing flail, his toothed jaw a formidable weapon.

The first sperm whalers used sloops, small vessels with a single mast rigged fore and aft. But as the hunters ranged farther afield, and the days at sea became months and finally years, they traveled in barks, schooners, and full-rigged vessels.

Below the decks are quarters for a 28-man crew, though the largest part of the hold was devoted to storing dozens of oil casks. No wages were paid aboard the whalers; the crew and officers received payment in shares of the journey's profit—no whales, no profit, no pay. At the end of an exceptionally successful trip the average seaman might receive about \$400, minus the cost of clothing and other personal items he had drawn from ship's stores along the way.

Life aboard a whaler was something less than comfortable. Food was coarse, discipline tight. Amusement during off-watch hours was largely limited to a song, a pipe, and talk of home.

But all this is a far cry from the proud traditions of that other age when men in flimsy boats pitted their puny strength against the sea's most massive creatures. All that remains of that age are words on paper and a handful of museum ships like the Charles W. Morgan, floating safe in harbor with her back to the sea.

The *Charles W. Morgan* stands as a typical example of the Yankee whalers in their prime. Built of yellow pine and live oak, she is just over 105 feet in length and 27 feet across at her widest point. Her hull is sheathed in copper. On her sides is a checkerboard pattern of paint that simulates gunports and was intended to scare off pirates.

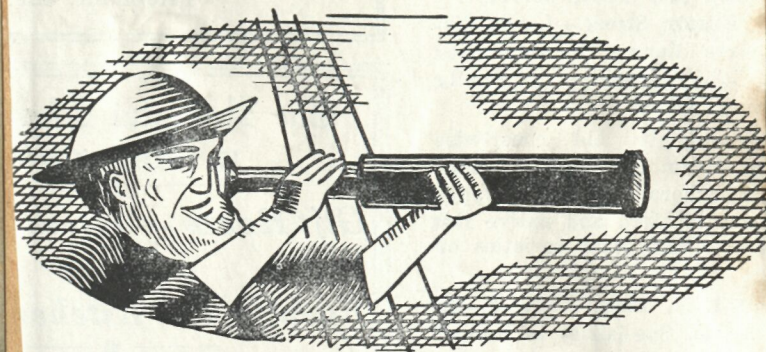
Hanging from davits alongside her main deck are five shallow whaleboats, crammed neatly with gear; these were the actual hunting boats in which the whalers went after their prey. On the main deck are her tryworks with two huge iron kettles that cooked the blubber of 2,500 whales.



Sperm Whaling - The Chase

An Old Print of 1853

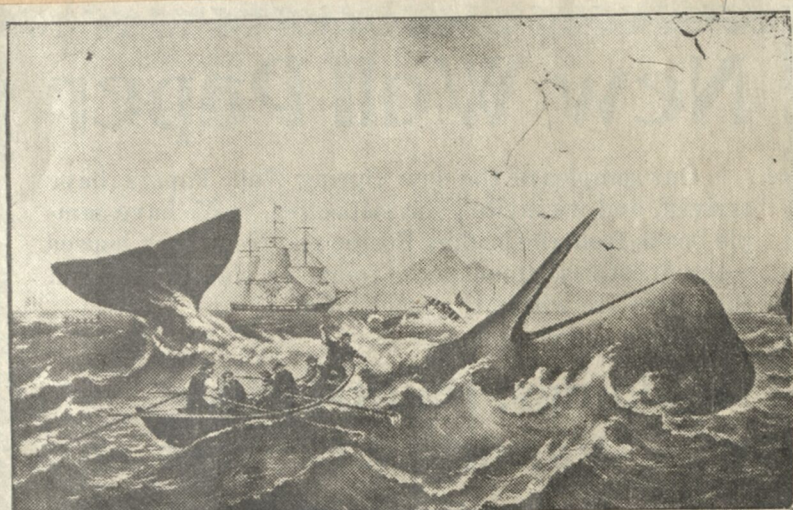
"It's a Gam, Sir, it's a Gam!"



Nice word, gam. It made the old whalers feel good in two ways. Sighting a gam of whales (landlubbers say *group*) meant barrels of oil and barrels of money.

Less profit but more fun probably came from the other kind of gam, when two whaling ships met at sea, hove to, swapped crews, and had a gab session, like a regular sea-going male sewing circle.

At sea many whalemens turned their hand to scrimshaw and exhibited the same ingenuity and skill. The tedium of those long voyages was lightened by the sailors using the one part of the whale that belonged to the crew — the sperm whale's teeth. Their craftsmanship, in fact, transformed a pastime into an art form. Scrimshaw is, in brief, the art of carving or engraving whalebone and whale ivory.



With but one whaleship up to 1828, in that year a group of Falmouth men led by Elijah Swift decided to challenge Nantucket and New Bedford by building a wharf, a shipyard, and other buildings, and launching at Woods Hole a large "live oak" whaleship, the *Uncas* (30). Nor did they stop there. In 1830 they built the "new, large and elegant" (31) *Awashonks* "entirely of live oak" (32), and in 1832 they built "the new live oak ship" (33) *Bartholomew Gosnold*, and had the "new Live Oak ship" *Hobomok* built in Mattapoisett by Ebenezer Cannon,



WHALING CURIOS fascinate artist Lundgren in the workshop of Charles Sayle, carver and model boat builder. They enjoy highballs of Puerto Rican Rum as they examine teak wood model of sperm whale, most prized of any for the quality of its oil.



Live Oak for Merchants and Whalers Before 1812

A live oak tree, John's Island, South Carolina

June 1944
Portrait of Captain Thaddeus Defriez Presented Court.

A portrait of Capt. Thaddeus Coffin Defriez, who died in May, 1913, and who was Judge of the Probate Court from 1873 to 1908, was brought to the island last week by express and presented the Probate Court by his descendants, Mrs. Chauncey Gray and Ivins Defriez, of Cambridge. It is an excellent portrait of one Nantucket's outstanding men. Upon his death at the age of 80 years, Capt. Defriez was the last whaling master of Nantucket.

Due to its size, there was no wall space available in the already cramped quarters of the Probate Court in the upper floor of the Town's building. Register of Probate John J. Gardner, 2nd, contacted the Nantucket Historical Association and arrangements were made for the portrait to hang in the Whaling Museum on Broad street.

Captain Defriez lived most of his life in the house at the corner of

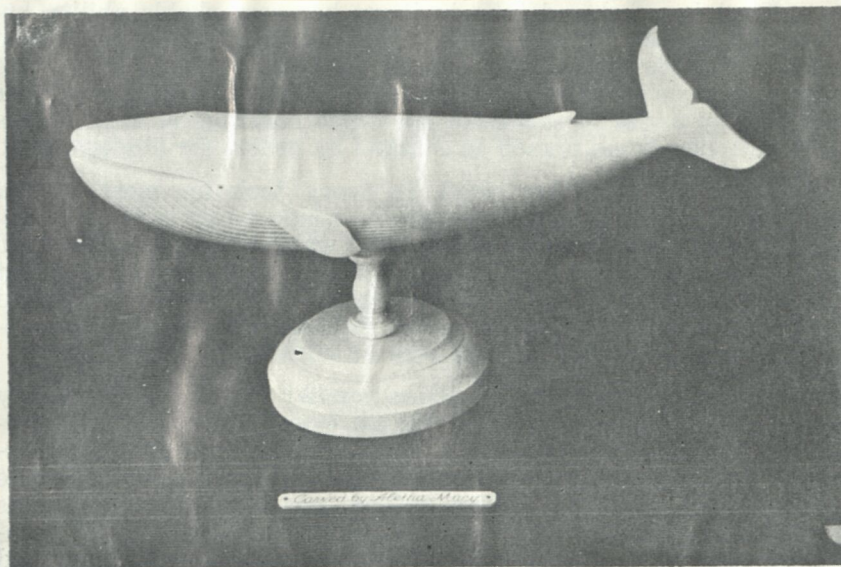


CAPT. THADDEUS C. DEFRIEZ

Fair and School street, where he died May 21, 1913, aged 80 years and 7 months. He went to sea at an early age, shipping out before the mast on the *Catawba*, out of Nantucket, in 1840. He made voyages in the *Edward Cary* and the *Sharon*, and in 1852 went out as master of the new ship *Richard Mitchell*.

With the advent of the Civil War he was master of the *Sacramento*, of Westport, and soon after the war he retired from the sea. In 1868, he was appointed as Register of Probate by Gov. Bullock, and in 1873 was elevated to the important post of Judge of the Probate Court. He continued in this office until 1908, when he resigned, due to ill health. Death came five years later when he was in his 81st year.

Ship "Lammergeir"
Capt. Samuel C. Coffin

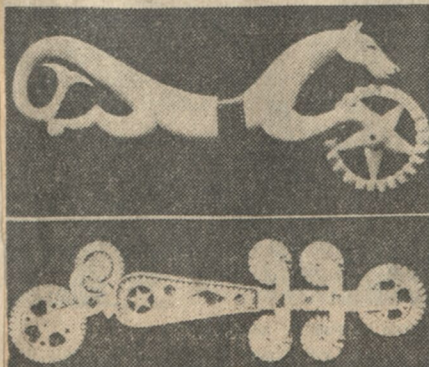


An example of Aletha Macy's Craftsmanship 1971

The most common type of scrimshaw is the engraved type on whale's teeth. The surface was filed and polished and then the decoration was drawn in pencil. Next the lines were incised with a jack-knife or other sharp tool. And finally, ink was rubbed into the engraved sections. Black, sepia and dark brown were used most frequently, but blue, green, yellow, red and orange were also used.

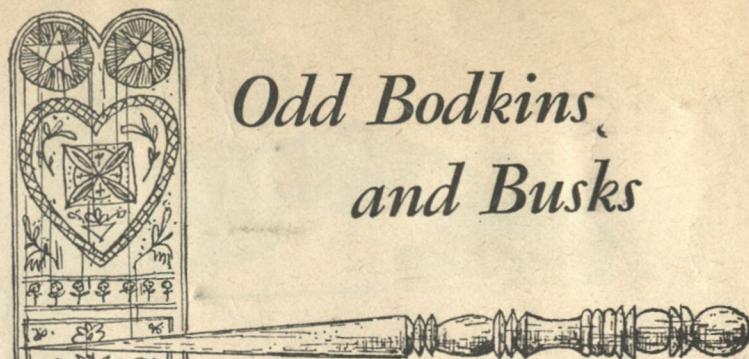
The decorative styles included historical events, customs, stars, compasses, anchors, whaling scenes, ship portraits, sentimental subjects, views of particular harbors and many more subjects.

The carved items that were made, and also the engraved items that were made from the jawbone rather than the teeth, covered a wide range, too. These included diddy-boxes, baskets, swifts for holding a skein of yarn, rolling pins, canes, chess sets, spoons, napkin rings, knives and so on.



EXAMPLES of pie crimpers. Top, one wheel version trimmed with silver. Bottom, crimper with seven wheels featuring mother-of-pearl inlay.

Odd Bodkins and Busks



Bodkins and busks . . . swifts and jaggig wheels—these are but a few of the fascinating pieces of Nantucket "scrimshaw". A true American folk art, scrimshaw was carved from various materials during the long, tedious voyages of the Yankee whaling ships.

The most popular materials were whale teeth and bone, and very often a high level of art was reached in the ornamental carvings and decorative effects. Items ranged from personal trinkets to practical tools for the ship and home.

A bodkin was a small "stiletto" used as a cording needle or other sewing aid. A busk served as the center stay for a woman's corset. A swift was an intricate, collapsible bobbin for winding yarn, and a jaggig wheel was simply a pie crimper and cookie edger.



Perhaps the most elaborate work was done in producing pie crimpers, which had jagged wheels for cutting pie crusts, as well as three-pronged forks for puncturing the top surface of the pie. These were a source of great collector interest and competitive craftsmanship even at the time they were being made.

June 1944
Portrait of Captain Thaddeus Defriez Presented Court.

A portrait of Capt. Thaddeus Coffin Defriez, who died in May, 1913, and who was Judge of the Probate Court from 1873 to 1908, was brought to the island last week by express and presented the Probate Court by his descendants, Mrs. Chauncey Gray and Ivins Defriez, of Cambridge. It is an excellent portrait of one Nantucket's outstanding men. Upon his death at the age of 80 years, Capt. Defriez was the last whaling master of Nantucket.

Due to its size, there was no wall space available in the already cramped quarters of the Probate Court in the upper floor of the Town's building. Register of Probate John J. Gardner, 2nd, contacted the Nantucket Historical Association and arrangements were made for the portrait to hang in the Whaling Museum on Broad street.

Captain Defriez lived most of his life in the house at the corner of



CAPT. THADDEUS C. DEFRIEZ

Fair and School street, where he died May 21, 1913, aged 80 years and 7 months. He went to sea at an early age, shipping out before the mast on the *Catawba*, out of Nantucket, in 1840. He made voyages in the *Edward Cary* and the *Sharon*, and in 1852 went out as master of the new ship *Richard Mitchell*.

With the advent of the Civil War he was master of the *Sacramento*, of Westport, and soon after the war he retired from the sea. In 1868, he was appointed as Register of Probate by Gov. Bullock, and in 1873 was elevated to the important post of Judge of the Probate Court. He continued in this office until 1908, when he resigned, due to ill health. Death came five years later when he was in his 81st year.

NANTUCKET HISTORICAL ASSOCIATION

P. O. Box 1016, Nantucket, Mass. 02554

June 25, 1970

Mrs. Arthur E. Pratt,
25 Pearl St.,
Bridgewater, Mass. 02324

Dear Mrs. Pratt:

We wish to express our thanks to you for the pages from the account book of the Ship *LAMMERGEIR*.

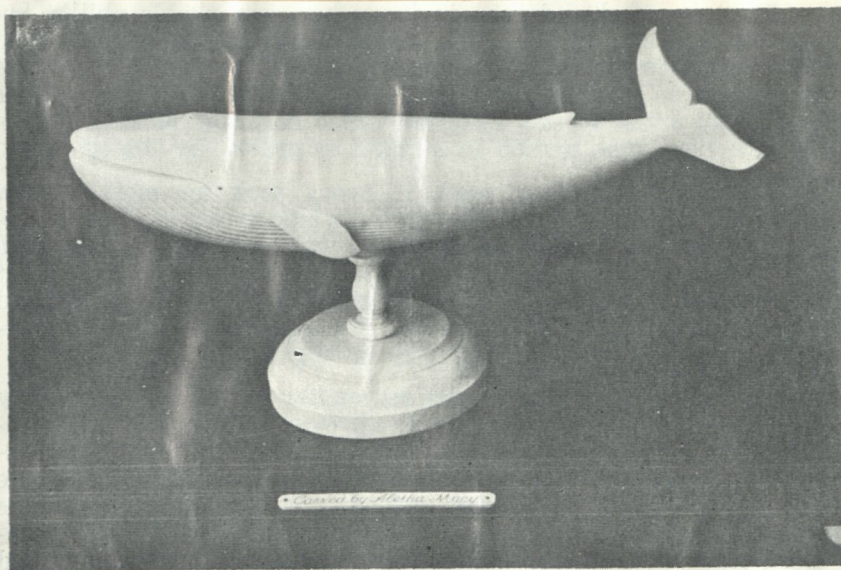
Due record of this has been made and we greatly appreciate your thoughtfulness in seeing this came into our possession.

Sincerely yours,

Nantucket Historical Association

By *Louise R. Hussey*
(Mrs.) Louise R. Hussey, Librarian
Whaling Museum

c/c Curator

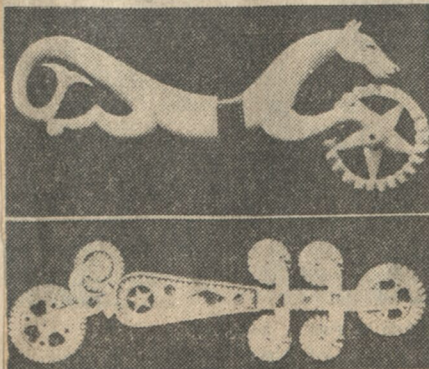


An example of Aletha Macy's Craftsmanship 1971

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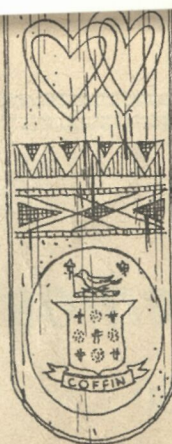
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FEDERAL STREET THEN AND NOW



FEDERAL STREET AS IT WAS IN 1860

The street was merely a sand road, "dished from curb to curb". On the right appears Oliver Hussey's news-stand, with the headquarters of No. 8 Engine Company on the upper floor. The white building next to it was then used as a dental office by David G. Hussey. Some years ago it was removed to the head of Steamboat wharf, where it was used for a restaurant. Later it was moved across the flats to Beachside, where it is now an attractive summer cottage. The high fence north of this building was in front of Harmony Hall, which later became St. Mary's Church. The site of the two buildings is now occupied



The new Town and County Office Building stands at Broad and Federal Streets. Three century-old houses were demolished to make way for the handsome new building designed in the best Nantucket tradition.

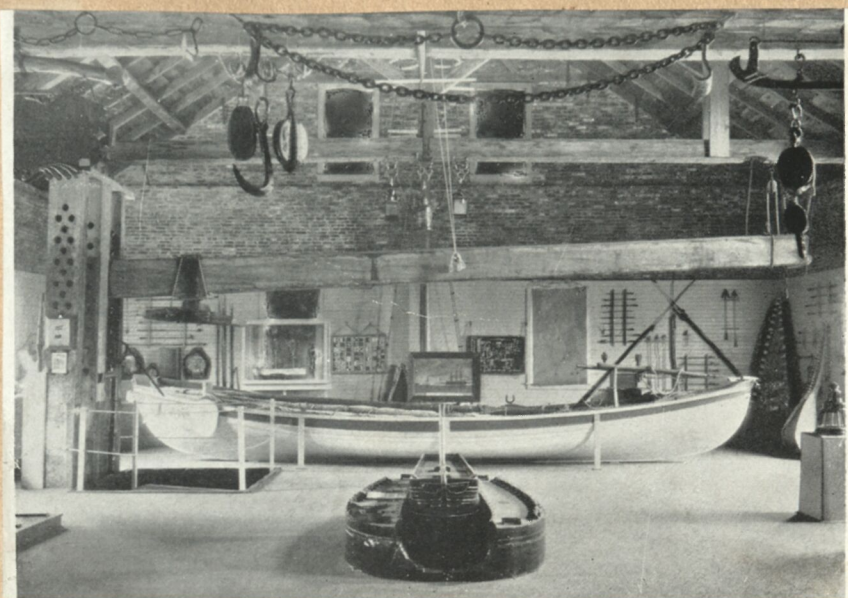


Nantucket's New Town Building

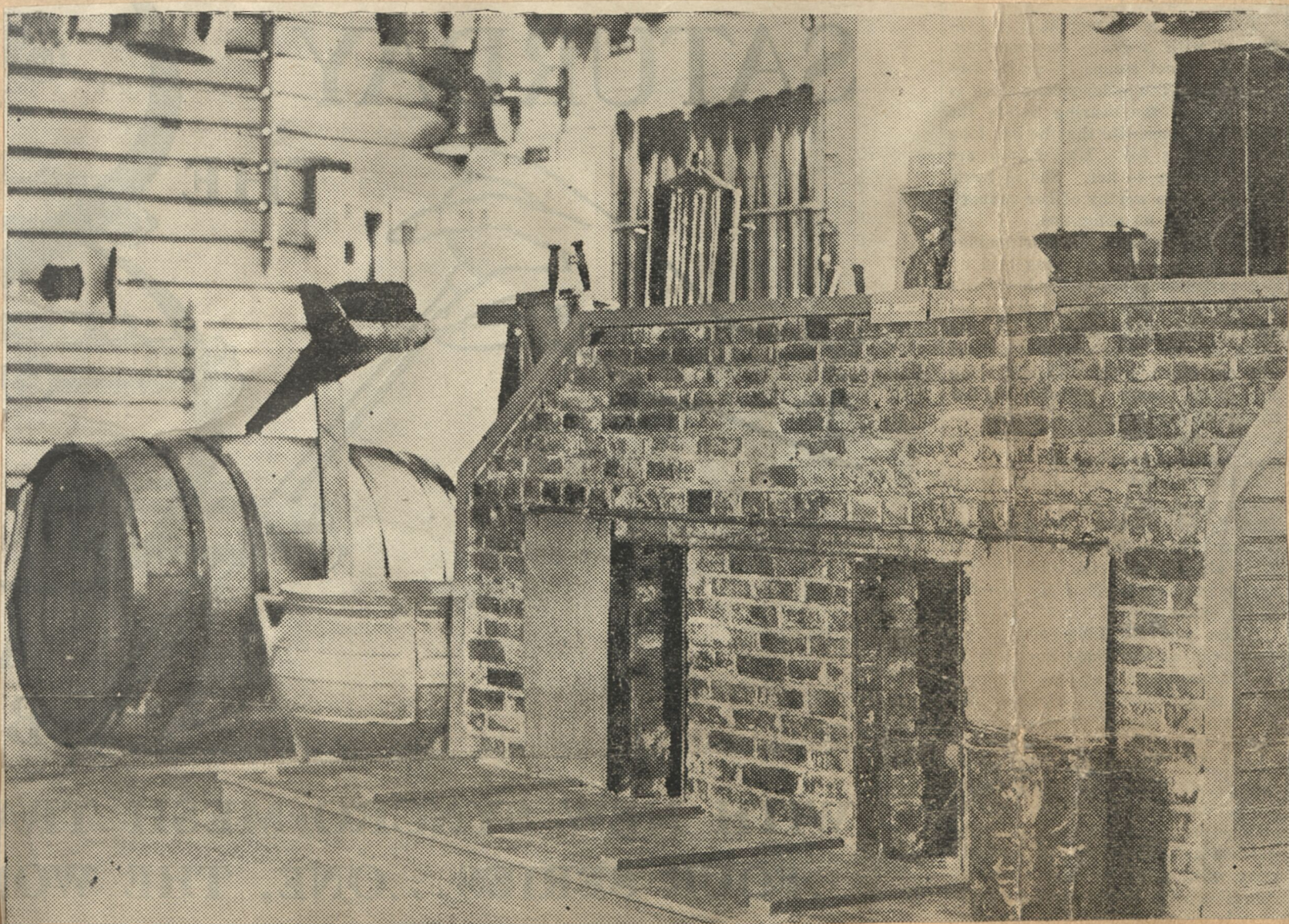
NANTUCKET'S WHALING MUSEUM WAS DEDICATED WITH APPROPRIATE CEREMONY

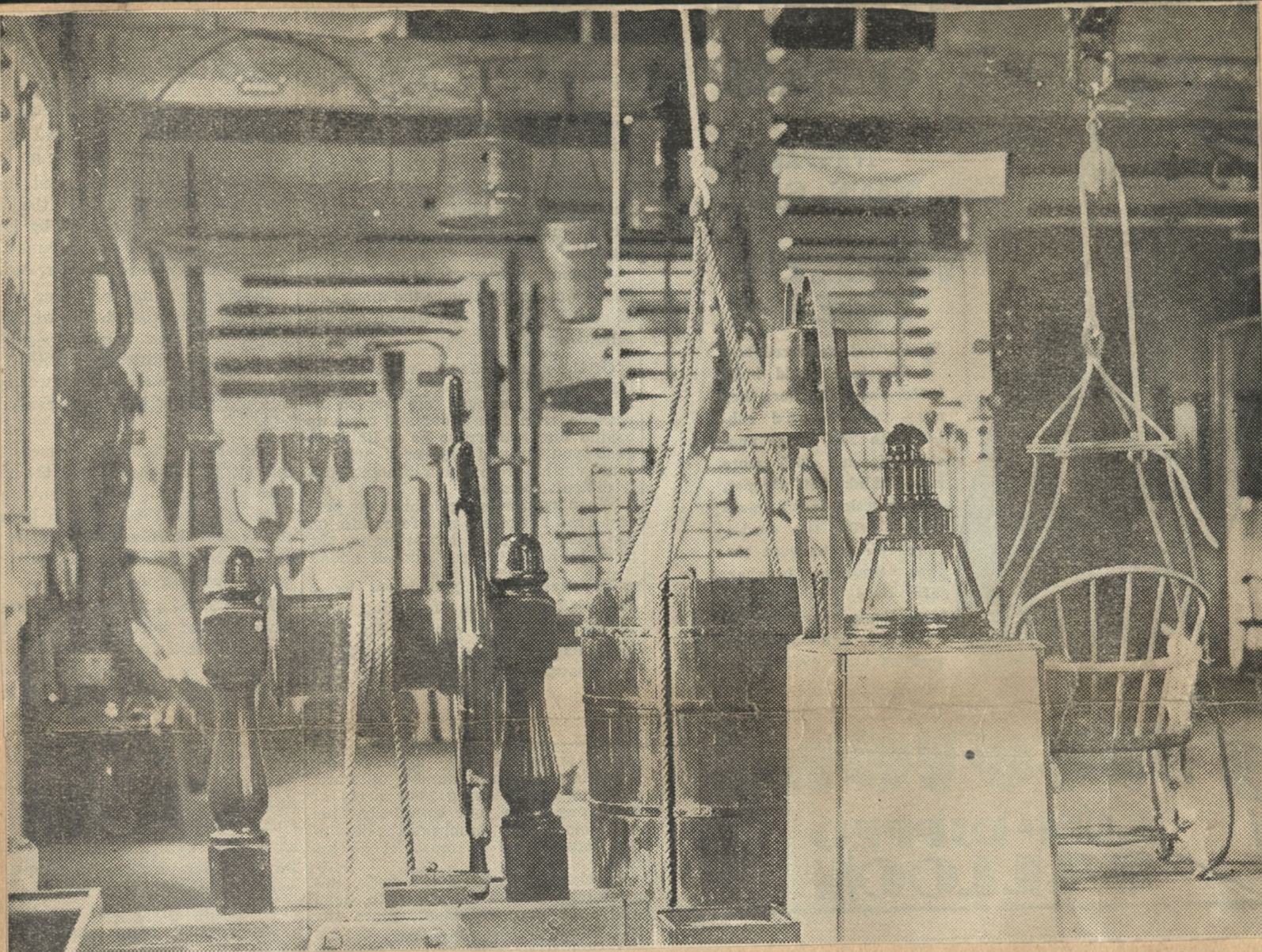
JULY 24 1930

Reminders of the days when Nantucket's name ranked high in the whaling industry abound in the whaling museum which was officially dedicated by the Nantucket Historical Association July 24. At the upper left is a reproduction of the try works typical of those built on whaleships to try out the oil from the blubber. A barrel and try pot can be seen at the extreme left. The upper right view shows a corner of the main room of the museum, with ship's bell, chair used in lifting the captain's wife aboard, whale's jaw, harpoons and sundry articles peculiar to the industry. At the lower left are some of the war weapons and tools used by natives of the South Sea islands, the display of which a whole room is devoted. The picture in the lower center is of a model of the floating dry dock or "camels" used for repairing whale boats at sea. An exterior view of the brick museum is shown at the lower right.



WHALING MUSEUM

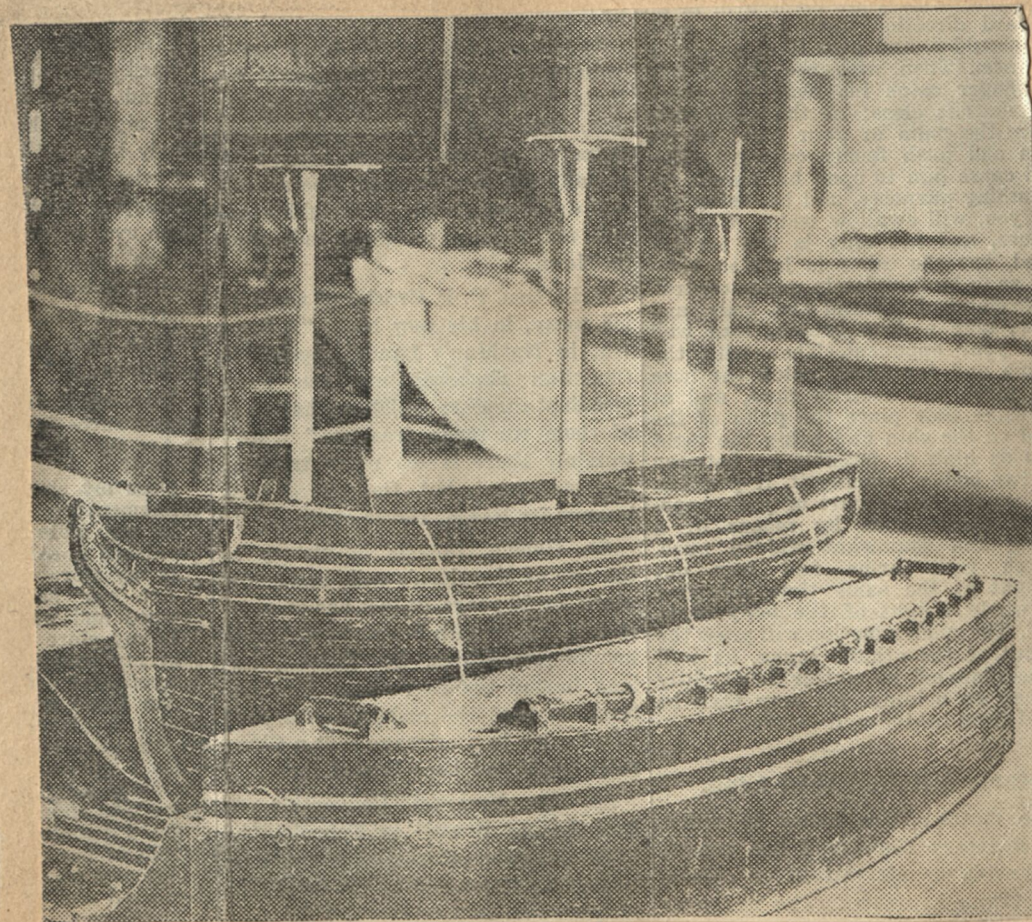
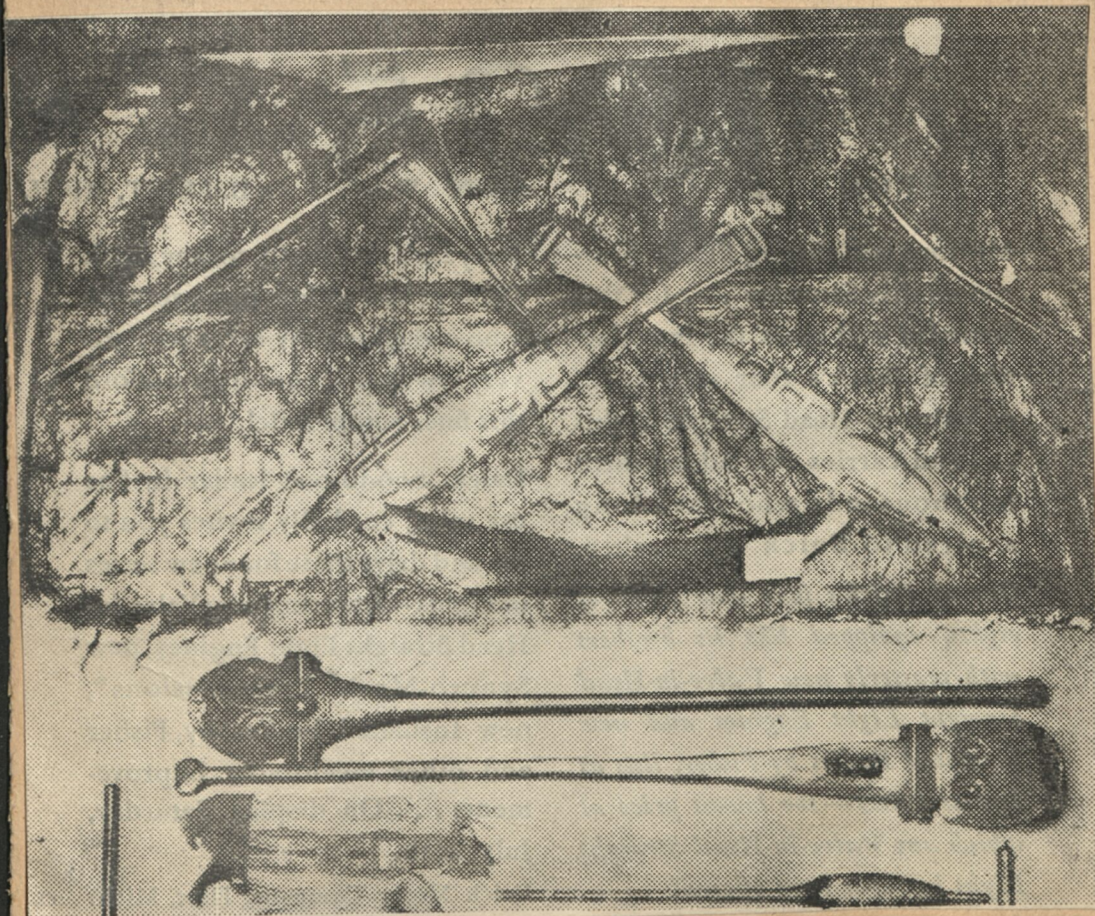




Morning Gossip.

(Nantucket Whale-List by Thomas Worth, M. 1763.)

Out of Nantucket there's Whalemens
seventy-five,
But two poor Worths among them
doth survive;
Their is two Ramsdills and their's
Woodbury's two,
Two Ways there is, chuse which one
pleaseth you,
Folgers thirteen, and Barnards there
are four
Bunkers there is three and Jenkinse
no more,
Gardners their is seven, Husseys their
are two
Pinkhams their is five, and a poor
Delano,
Myricks their is three and Coffins
there are six.
Swains their are four and one blue
gally Fitch.
One Chadwick, Cogshall, Coleman
their's but one,
Brown, Baxter, two and Paddocks
there is three,
Wyer, Stanton, Starbuck, Moorse is
four you see,
But if for a voyage I was to choose
a Stanton,
I would leave Sammy out and choose
Ben Stratton.
And not forget that Bocott is alive,
And that long-crotch makes up the
seventy-five.
This is answering to the list, you see,
Made up in seventeen hundred and
Sixty Three.



1930
THE WHALING MUSEUM of the Nantucket Historical Association has become nationally famed since its opening in 1930. The collection of old whaling equipment, portraits, prints, log-books, old documents, etc., represents an outstanding memorial to the sturdy men who made Nantucket Island known the length and breadth of the world and who left a priceless heritage to island posterity.

The building is one of the few surviving structures of the whaling industry's sperm oil candle manufacturing, and was also used as an office and warehouse for the firm of Hadwen & Barney.

During the past several seasons an average of 8,000 visitors have enjoyed the exhibit, coming from every state in the country, as well as from Canada, China, Honolulu, Norway, Iceland and Switzerland.

During the first month of its opening this year over 2,000 have visited the Museum, where they have registered at the desk presided over by Miss Van Pelt. The very fact that George A. Grant, one of the last of the old-time Nantucket whaler, is custodian is an attraction in itself, for "Cap'n Grant," as he is known to the visitor, never fails to supply information, anecdotes and humorous stories. He is truly a "grand old man," who still carries on his wood-carving activities in the winter and his arduous job of serving the public in the summer. During this season he is being assisted by Edward Grant, a Nantucketer who has recently returned from a long period of working on the continent.

Miss Ida Cathcart is in charge of a fine library, which makes available many valuable, informative and interesting volumes in the splendid collection there.

To the left of the entrance hall of the Museum is the Ship Room. Here will be found paintings, etchings, lithographs and photographs of the whaleships. In a large glass case is a splendid collection of "Scrimshaw," known also as "Scrimshont," the name

given to the fancy work on sperm whale teeth of ivory or on bone of the right whale's jaw, which occupied the spare time of the whaler. The only tools employed were a jackknife, a small saw, a file, an awl or bodkin, with black, red or blue India inks for coloring. It is claimed that this is the only strictly indigenous American folk art. There is also in the room an exhibition of canes of more than ordinary interest.

The short flight of stairs leads up to the main floor of the building and the main exhibit, known as "Sanderson Hall" in honor of the donor of many of the articles there. The walls of the corridor leading thence are hung with many rare old whaling lithographs, prints and paintings, and there is also a show case containing old navigation instruments.

The "Captains' Room" is on the left of the corridor. Here are hung many old portraits of the old-time whaling masters. There are also some sea-chests of the whaler, interesting ship-models, a sea-going medicine chest, and a relic of the ill-fated whaleship "Essex," sunk by a whale in mid-Pacific.

To the right of the corridor is the "South Seas Room," containing a rare and interesting collection of weapons, implements, models and ceremonial articles brought back from the South Sea islands by the whaler. Many were acquired from the natives of the Pacific a century before they learned to cheapen and commercialize their arts to meet the demands of the collectors.

Entering "Sanderson Hall," a large model of the "Camels" meets the eye. The "Camels" were an ingenious pair of floating pontoons, used to lift the loaded whaleships over the bar at the mouth of the harbor, which was such a handicap before the two jetties were built by the government. The "Camels" were used in the early 1840's.

To the right is the great jaw of a huge sperm whale, nearly 18 feet long, complete with teeth—one of the best specimens anywhere in the world. Other smaller jaws, and slabs of the

bone from the right whale, may be seen close by, as well as other interesting specimens of marine biology.

The "deck-chaser" type of steering wheel is here, close by a binnacle, compass, ship's bell and old-style and modern logs to determine the ship's speed. Here, also, are two "gaming" chairs, used to hoist visitors aboard ship.

As a center of attraction is a genuine old whaleboat, veteran of several voyages, completely re-rigged and fully equipped, ready to lower in pursuit of the whale upon the call of "Thar blo-o-os!" which might spring from the whaler's look-out at mast-head, a replica of which is close at hand.

To the left is one of the several old beam spermaceti presses actually used right where it stands. The spermaceti oil was pressed preparatory to the moulding of candles, and these implements are also on exhibition.

The brick try-works is an exact duplicate of the kind used on the whaleships, the brick being built around two genuine 150-gallon try-pots which have made voyages 'round the Horn. The bailers, skimmers, blubber-forks, deck-pot, funnel, casks, "rousing pole," cresset or "bug-light" are all in their proper places.

Near this is the "mincing-horse," where the blubber was sliced into "bible-leaves" ready for the pots. At hand are the various gauges, testers, etc., used in the refining processes.

Around the sides of the room and on the walls are shown hundreds of harpoons, including most if not all of the many types of both hand and gun "irons" known to have been used, from the earliest days down to the present.

An exhibit of special interest shows the evolution or development of the whaling harpoon from the primitive forms to the modern perfected type. Then there are lances of both hand and explosive bomb types, blubber spades, blubber hooks, "waifs," blocks, falls and tackles, tubs, buckets, kegs and all the main implements, tools and utensils included in the general and

far-reaching terms "whale-gear" and "whale-craft."

Ship models of various types and periods in both whaling and merchant ships "billet heads" sea chests, belaying pins, marlinspikes and other of the splicing tools, coopers', caulkers', sail-makers', ship-carpenters and also blacksmiths' tools, etc., are to be found in the big main room.

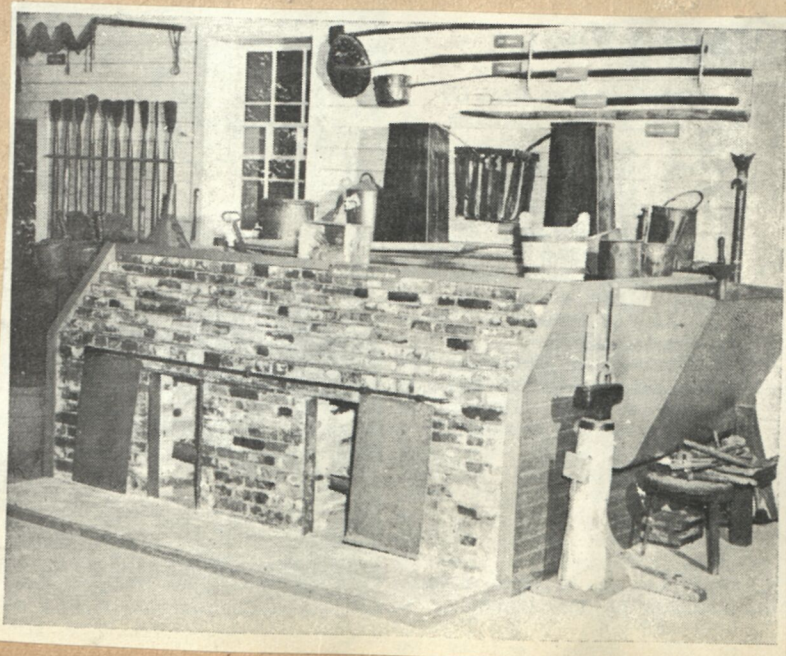
Returning through the corridor to the front of the building, going up a few more steps to the left, we come to the "Admiral Folger Memorial," a room fitted in memory of the late Rear Admiral William Mayhew Folger, U. S. N., a descendant of Nantucket stock, who bequeathed to the Association this collection of his naval prints and other items. Admiral Folger made the Nantucket Association the residuary legatee of his estate, and plans for the future contemplate a brick building next west to the Museum, to be known as the "Folger Memorial."

A small room opens from the "Admiral Folger" room, known as the "Chart Room," containing many old charts, with the daily logs, allowing opportunity to re-trace the far-flung voyages.

A few steps across the way, on the southwest front of the building, is the Library. Here is housed a growing collection of books on whaling, sea stories, books on navigation, books on piracy and exploration. There are several fine collections, notably that on the South Seas, and also many of the newer books, which the interested visitor may peruse at his leisure by taking a seat at one of the tables.

The Library also houses a priceless collection of log-books and journals, many of which contain important documentary evidence used by the government in substantiating its claims to several islands in the Pacific Ocean. Another interesting feature is a portion of the records of the Nantucket customs house.

In time, it is hoped to make this Library the headquarters for information on the special subjects to which the Museum has been devoted, and donations of suitable books will be greatly appreciated.



At Mill Cove in Dartmouth, on the facade of a warehouse, is affixed a bronze plaque bearing the words

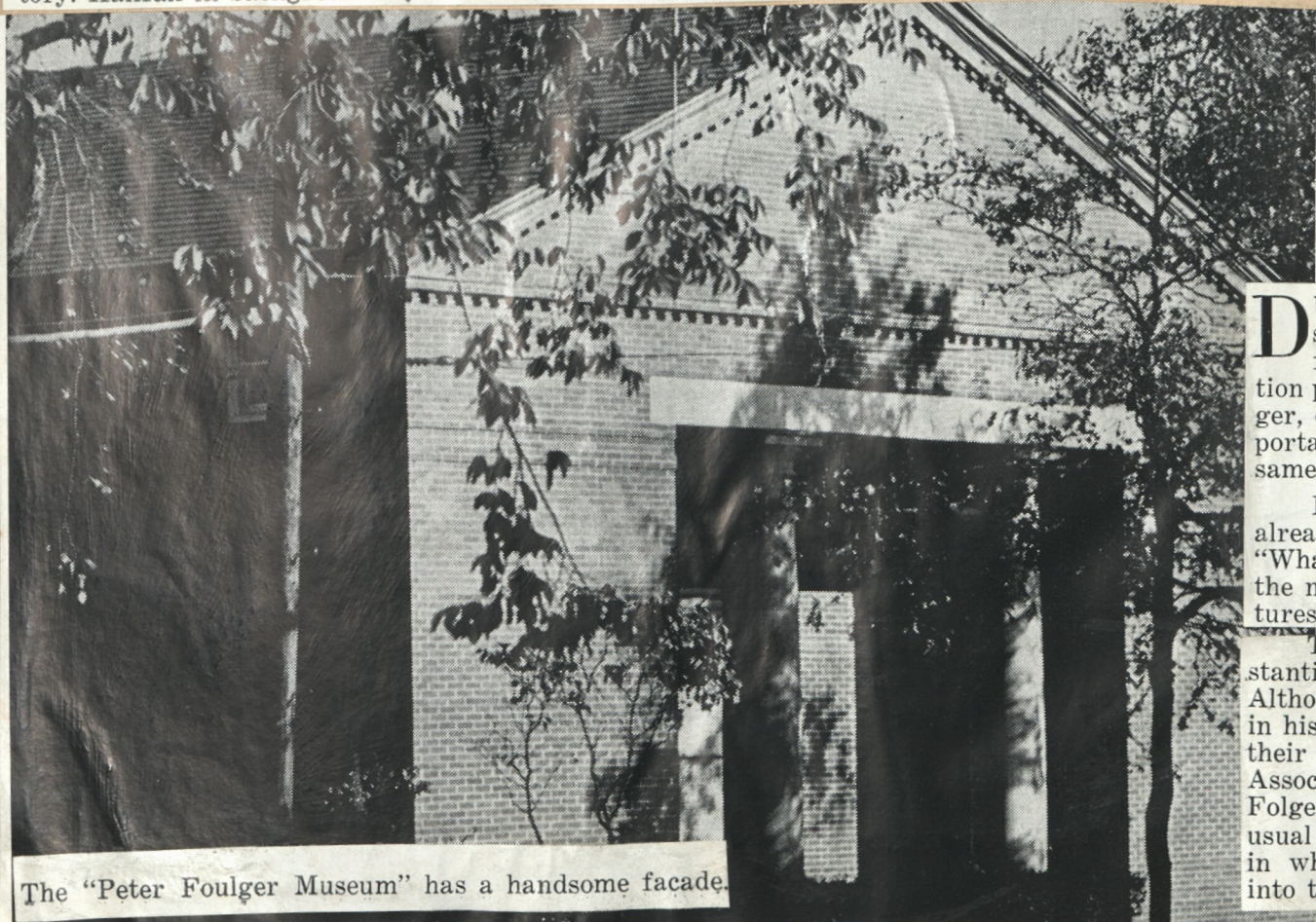
Nearby stood the Wharves
and Manufacturies
of the Whaling Company
from Nantucket, Mass.
1785 - 1792.

The "Common," which the Nantucket colony set aside is perhaps the finest monument to the farsightedness of those settlers, and it is fitting that "Nantucket Avenue" should lead to this part of the town.

Today the Dartmouth Heritage group is raising funds to restore one of the homes originally erected by one of the Nantucket families, called the Jackson House on Ochterloney Street.



"Mill Cove," Dartmouth, Nova Scotia. Marine Slips (center) site of Nantucket Quaker whaling factory. Halifax in background. Quaker settlement, immediately to right of marine slips in photograph.



The "Peter Foulger Museum" has a handsome facade.

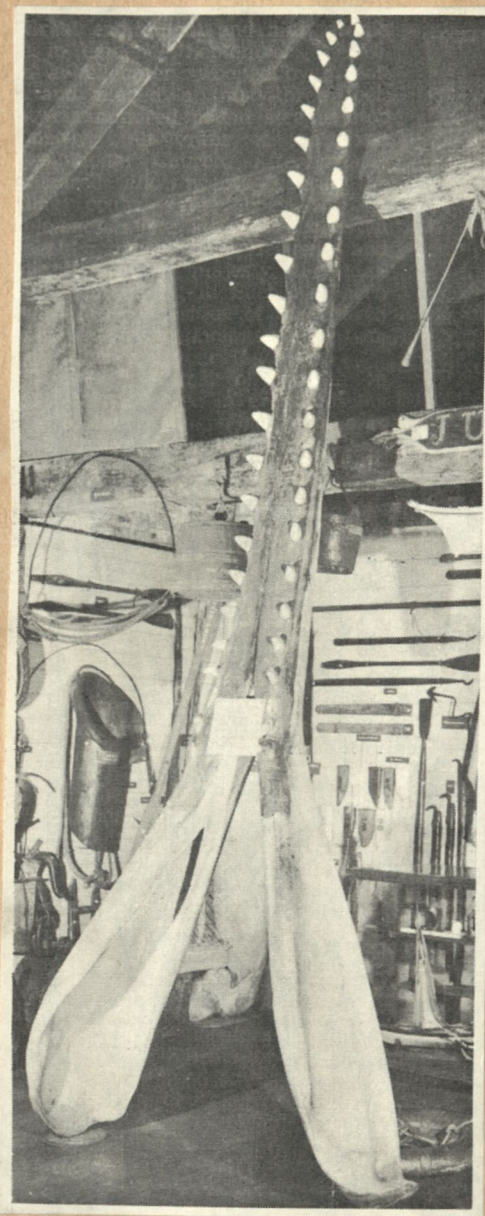


Exhibit at Whaling Museum

DURING the early months of this year the imposing brick structure known as the "Folger Museum" has gradually taken form, and is now nearing the completion of its construction phases. As the memorial erected to the memory of Peter Foulger, one of the early settlers of Nantucket, it constitutes an important addition to the holdings of the Association, and by the same token, it assumes the role of a community asset.

In its location it becomes an impressive part of the area already containing the famous Whaling Museum and its new "Whale House" wing. Occupying a corner lot, directly opposite the new Town Building it fits naturally into a pattern of structures that provide architectural attractions in themselves.

The "Foulger Memorial" was made possible through a substantial gift from the estate of Admiral William Mayhew Folger. Although his death occurred in 1928, Admiral Folger stipulated in his will that his heirs would hold the estate in trust and upon their decease, the inheritor would be the Nantucket Historical Association. The last legatee under the will, Miss Margaret Folger, his daughter, passed away in 1967, and, following the usual procedure through the Probate Court of New Hampshire, in which State the Admiral was a resident, the estate came into the possession of the Association.

A Whaler's Experiences Recorded in 'Scrimshaw'

You may never have gone whaling—but just pick up a piece of scrimshaw work. To hold that piece of ivory engraved with scenes of Nantucket sleigh rides and dewy-eyed maidens waving goodbye to their salty beaux, is to feel the spray, to hear the lookout's cry from the masthead. Outside the pages of Melville, scrimshaw is about as close as one can come to chasing the leviathans of the deep as it was done in the golden age of American whaling.

Scrimshaw is sailor's jargon (also known as "scrimshander") frequently interchangeable as a noun or a verb. When it is the former it refers to the carving made from a whale's tooth. Used in the latter sense it means the process of ornamenting the tooth by rubbing it down and engraving pictures on the surface. The classic tool is the jackknife.

"... Some of the sailors have little boxes of dentistical-looking implements," runs a passage in "Moby Dick," especially intended for the scrimshandering business, but in general they toil with their jack-knives alone..."

Whittling is one Yankee custom that hasn't been debased by commerce, and scrimshaw, as a result is growing rarer. Sailors on a spree often exchanged it in bars; it was carelessly treated. Today, though, good pieces are still obtainable in shops but whether this condition can last another half-century is uncertain. Scrimshaw makes an ideal paperweight, or simply an inspiration for endless romantic musing.

Pie Crimpers

The rough tooth from the sperm whale was just about the only section of the creature's anatomy that couldn't be employed to purpose after the hide, viscera and meat were eliminated and the whale dissected to the nth degree. Lulling away the monotony of a three-year voyage, many a tar threw all his creative energies into scrimshaw. In addition to incised pieces, kitchen utensils were made, rings, doorknobs, workbaskets; especially the pie crimper or jagg wheel, a tool for cutting a fancy edge on pies and puncturing the crust to let out the steam. The crimper became something of a hungry ritual for a crew on hard-tack, and a World Series, as it were, held in New Bedford yearly, determined the most skilled carver.

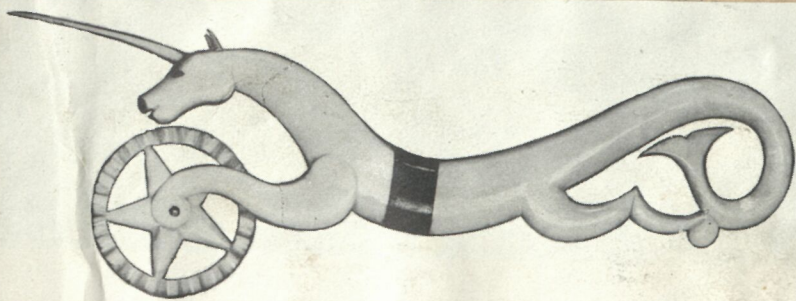
Polishing down the ridged tooth must have taken many weeks and then engraving the picture and rubbing pigment in the lines commenced. The source of the colors varies. It is believed



HARPOONER'S ART — A typical piece of scrimshaw work. The motif is patriotic with Liberty's lyre at the top and a full-rigged ship beneath "Home Ward Bound."

that some sailors got ink and pigment from Oriental ports others picked out oranges and blues from the tattooing pots of Polynesians, and still others mixed soot from the try-pots with oil and overlaid the picture. Because of the uncertain chemistry of the shades, it is unwise to scrub scrimshaw with soap and water.

The subjects of the nautical artist were taken from the marine life he knew best and form a valuable first-hand record of whaling techniques. Other themes were vigorously patriotic, fantastic, or laboriously copied from family journals of the day, sentimental motifs dealing with bereft hearth-sides and girls. Some of the latter, we regret to say, did not always conform to the discreet standards of "Godey's Ladies Book," but then sailors will be sailors. The drawing varies technically, ranging from the crude traced scene to objects drawn with meticulous skill or in a forthright primitive manner that expresses a delightful bluff charm. If they failed to win the hearts of their Nancies, thus, they have certainly captured ours.



When the men had free time they would carve pieces of whale bone decorating them with attractive designs. These pieces of handcraft were called "scrimshaw" and many were articles of great beauty. Shown here is a "jagging wheel" or pie crimper, which was one of the most popular gifts for the men to bring home to their families.

Fire Buckets

of leather and gaily painted. In the days before they had the funny old fire engines downstairs, fire-fighting was done by "fire brigades." Each man who was a member of a brigade had a leather fire bucket with his name on it. This was kept in his front hall and when the bells rang for fire, he would seize his bucket and rush to the fire. There a line of men, called "the bucket brigade," would be formed from the nearest pump to the fire. These buckets would be filled with water and passed from man to man and finally poured into the tub of the fire engine to be pumped out through the hose, under pressure.

N.B.

The names were also painted on the buckets so that when the men were away "whaling" and a fire broke out, the women threw the buckets out their doors and passers-by picked them up using them at the fire and then returning them to the owners.

Mr. Reyes began to weave when he was but a small child in his village in the Philippines. His father, like most other parents in the village, taught his children to use their hands as tools and to shape their work with care and pride. The use of one's hands and fingers from a young age keeps the muscles flexible even to old age.

When he went in search of raw material for his weaving, there was always the danger of ever poisonous snakes lurking in the dense jungle undergrowth. There was also the danger of falling into the swiftly moving white water as the raft shot through the treacherous rapids.

The Reyes came to Nantucket for a vacation and fell in love with it. They liked the Island folk and their friendly charm.

Mr. Reyes made his first Nantucket Lightship handbags in the summer of 1948. He placed them on a stand in front of his house and they were an immediate success. Orders for them came in so fast that he had to cancel further cane-seating and painting jobs.

Some of the handbag covers are adorned with etched scenes on ivory. The pictures are often waterfront scenes. Other plaques are made out of Honduras mahogany, Brazilian rosewood, and ebony. On the wooden covers are various ornaments such as gulls, whales, and whaling implements, or something special which the buyer requests. The cover fasteners, handle attachments, and hasps are often made of ivory. These ornaments are carved by local ivory carvers.

The covers are made from either Honduras mahogany or Brazilian rosewood. Some very special covers are made from ebony or ivory. The ebony comes from Africa and India. The whale's teeth are imported from Norway and the ivory comes from Africa.

With a twinkle in his eyes, Jose says, "And the maker of the Friendship Baskets is imported from the Philippine Islands."



This piece of "scrimshaw" is a "busk", or corset stay. These were a particular favorite of the men as a gift for their wives or sweethearts. They were usually decorated with hearts or flowers, and sometimes even poetry. This busk, however, has a very different subject on it and vividly portrays the wild and dangerous life these whalers endured. Wild and dangerous it surely was, and when the chase was on the rigors of their daily lives were forgotten.

Nantucket Lightship Handbags and Baskets

Paul Whitten is one of the Island's well known Lightship Basket weavers. He, together with Robert Spring and Charlie Sayle are members of the Four Winds Craft Guild. Robert Spring is at work every day at the Guild scrimshandering while Paul Whitten demonstrates basket making several evenings each week. The Four Winds Craft Guild is located in the Four Winds Gift Shop on Straight Wharf.



The FOUR WINDS
STRAIGHT WHARF
NANTUCKET, MASS

Skeleton of Whale now assembled for Museum 1970

The skeleton of a 44-ft. whale, which has been under course of reconstruction over the past few months, is now ensconced in its permanent home on Nantucket. A building especially constructed to house the skeleton was recently completed as an addition to the west side of the Whaling Museum on Broad Street. Both the building and the cost of re-assembling the whale skeleton are the generous gifts to the Historical Association by the Nantucket Historical Trust.

Over a period of more than three centuries many whales have come ashore on Nantucket, or have been taken close to the beaches, but this is the first time a full skeleton has been literally "rescued" for posterity. It was in October, 1967, that this particular whale was observed off the north side of the Island, obviously in trouble in the shoal water. When the tide fell the creature was trapped between the sand bars and soon became stranded on the beach at Dionis, directly in front of the Verney property. At this time the area was visited by hundreds of people to whom the whale was an unusual spectacle.

However, nothing was done about salvaging the skeleton until such a possibility was suggested to the Nantucket Historical Trust. The idea of display by the Nantucket Historical Association, followed and plans for such an eventuality were pursued.

The unusual task of cutting the skeleton out of the carcass — a difficult and unenviable assignment — was accomplished by the Nantucket contractor, Michael Lamb, and his helpers. Having built houses, shops and warehouses, constructed wharf piers, and developed an aviation business this was a brand new job for "Mike", but he proceeded to perform the processing in the true tradition of Nantucket whaling. To give the work an authentic touch, he borrowed some of the actual whale spades from the Whaling Museum for the purpose they were originally designed.

Once the head, jaw, ribs, flipper and vertebra bones were removed, they were placed in special wire cages and lowered into the dock between Straight and Cross wharves. Here they remained for eight months, submerged, and upon being hauled up the bones were allowed to bleach in the sun and wind. Following this process, the parts and pieces of the whale were packed into a truck and sent to the Woods Hole Oceanographic scientist Andrew Konnerth, who had accepted the assignment of putting it together.

This was a test of the scientist's skill and knowledge. The vertebrae of the skeleton lacked two sections which had unfortunately been lost but Mr. Konnerth, having the adjacent pieces to gauge for size, was able to fit them to the rest of the whale's spinal column, and thus complete it. Of especial interest are the flippers. These show four fingers of the animal, demonstrating most dramatically that the whale was originally a land animal who adapted himself to the sea thousands of years ago.

Assisting Mr. Konnerth in putting together the whale's skeleton were Mrs. Konnerth, a scientist and artist in her own right, John Williams, Arnold Joy, Joan Manley, and Andrew Konnerth, Jr. To watch this team at work assembling the skeleton in the building was a study in itself. By the use of metal fastenings, and wire, the huge bone structure was suspended from the rafters, so that the completed structural form became a remarkably effective exhibit.

The plan for the Whaling Museum addition containing the skeleton is to have the entrance from Sanderson Hall of the main building. Upon entering, the visitor enters a gallery extending most of the south side of the addition. Proceeding along this walk-way, the visitor is able to get a complete lengthwise view of the whale. At the end of the gallery he may

descend to the floor level, where he may obtain a head-on view, in which the huge skull of the whale, and the great lower jaw are featured. Here, also, one may gain a comprehensive idea of the rib structure of this gigantic animal.

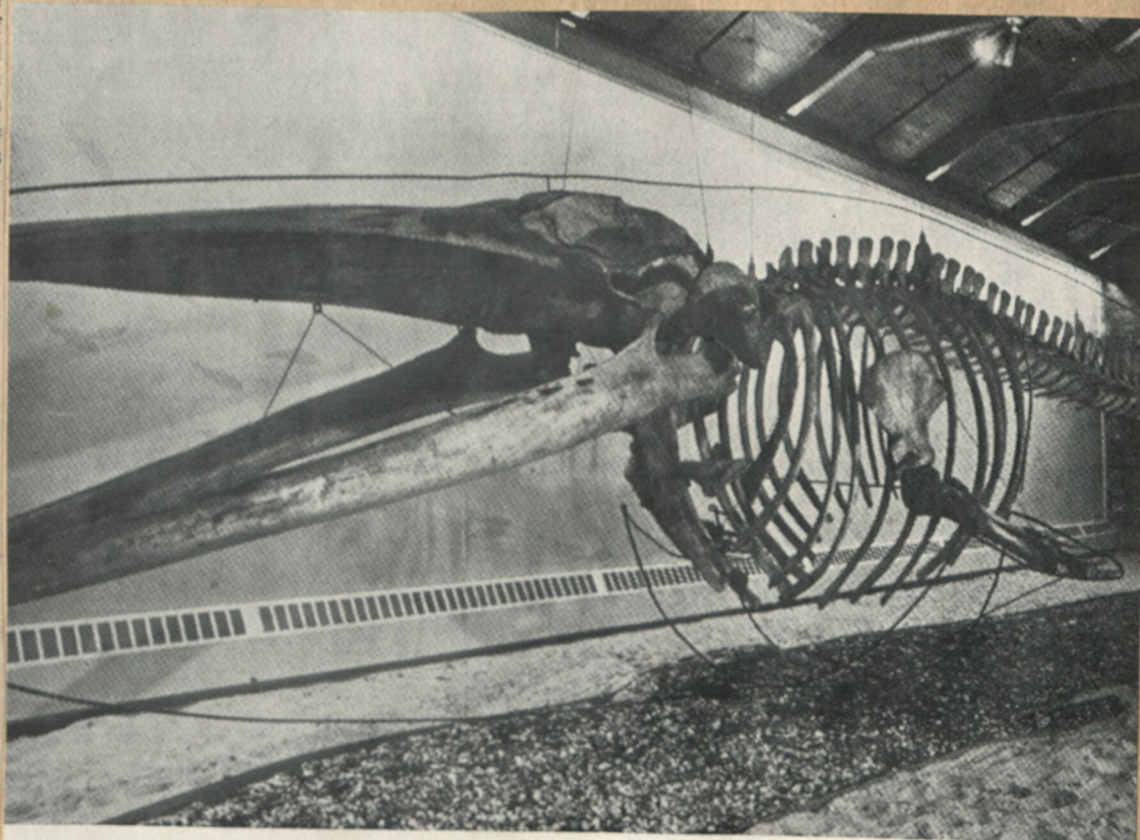
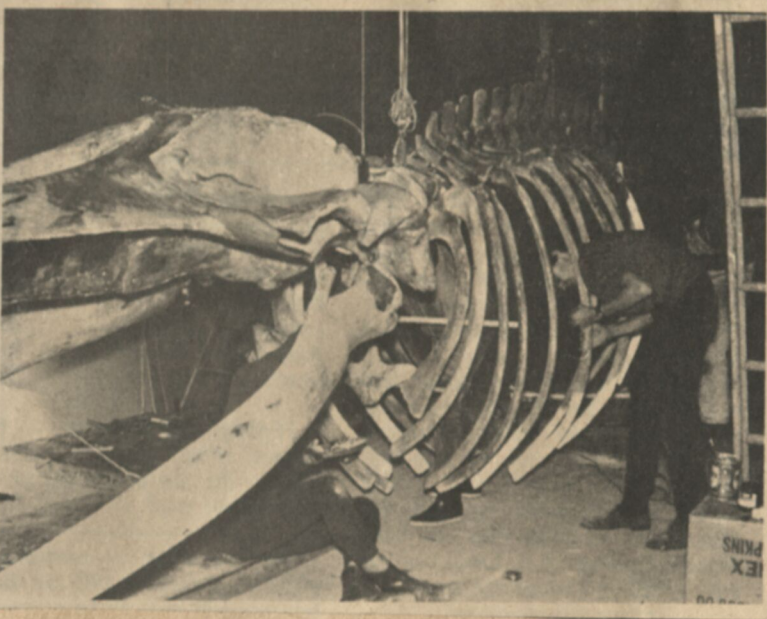
To complete the arrangement for the display a silhouette of the whale will be superimposed on the floor directly below the suspended skeleton. To give a better conception of the bulk of the creature a wire frame will encompass the skeleton. This will enable the viewer to gain an idea of the original size of the whale. As the whale is usually measured at so many tons per foot of length this whale—of the finback species—is estimated to have weighed 30 tons.

A comparative study of whale sizes will be placed at the end of the new building. One area of the wall will be devoted to a display of color transparencies which will present in pictorial form the whale as he came ashore on Nantucket's beach, the process of removing the skeleton, and views of the various portions of the bone structure before it was re-assembled.

The new addition to the Whaling Museum is expected to be ready with the advent of the summer season. With its exhibit of the complete skeleton of a whale it will constitute one of the most unusual and effective displays ever carried out under the exegesis of the Nantucket Historical Association.

There is something both prophetic and timely in this new exhibit. When Nantucketers first went whaling it was the right whale species which was attacked and taken, the oil to be trans-shipped to Boston, then the Colonial capital of the young American colonies. Thus, the finback probably the most elusive of the right whale species, represents the origin of Nantucket's interest in whaling as an industry. What developed from this interest is now a part of our American maritime history.

Skeleton—



Skeleton of Finback Whale, 44 feet long

IN COLLISION

Steamers Nantucket and Gay Head Collide in Dense Fog Off Nobska Point

BOTH BADLY DAMAGED.

Aug. 4-1898

The first accident of a serious nature which has happened for many years to steamers of the N. B. M. V. & N. steamboat line occurred about 4 o'clock Friday afternoon off Nobska point, just this side of Wood's Hole, when steamers Nantucket and Gay Head collided in a dense fog. The Nantucket was proceeding from Cottage City to Wood's

Hole, en route from this port to New Bedford and the Gay Head had just left Wood's Hole bound to Cottage City and Nantucket from New Bedford.

Both boats were proceeding cautiously, and on board each the whistle of the other could be heard, when the Nantucket suddenly loomed out of the fog and crashed into the Gay Head amidships, the Nantucket's stem striking the Gay Head's wheelbox, crushing in the woodwork and to some extent damaging the paddles.

The passengers on both boats were considerably frightened, as was natural, and for a minute or two things approached a state of panic. The coolness of the officers and crew, together with the promptness with which the latter obeyed orders, quickly reduced the fright of the passengers, however.

The freight of the Nantucket was shifted toward the stern of the boat sufficiently to raise the forward part, which was considerably splintered, out of water, so that the Nantucket was able to proceed to Wood's Hole under her own steam.

The passengers of the Nantucket were landed at Woods Hole and for-

warded from there by special train to Fairhaven, and were thence taken to New Bedford on the ferry, arriving there shortly after 8 o'clock.

The collision occurred not far from the bell buoy off Nobska. Although a few of the passengers were somewhat bruised by falling when the accident occurred, no one was seriously hurt. Walter Manning of Boston, who was a passenger on the Gay Head, either fell overboard or jumped overboard, at the time of the collision. Life-preservers were hurled over to him, one of which he secured, and he was speedily picked up by a boat from the Gay Head.

The Gay Head anchored immediately and as soon as it was ascertained that she was in no danger of sinking, the wreckage was cleared away from the paddle sufficiently to enable her to proceed to Cottage City where most of her passengers were landed. Later she continued on her way to Nantucket arriving here shortly after half past five o'clock the following morning.

Her arrival was heralded by a series of vigorous tootings and whistlings which aroused the sleepy population

and hundreds hastened to the wharf which was soon thronged by men, women and children eager to inspect the battered craft.

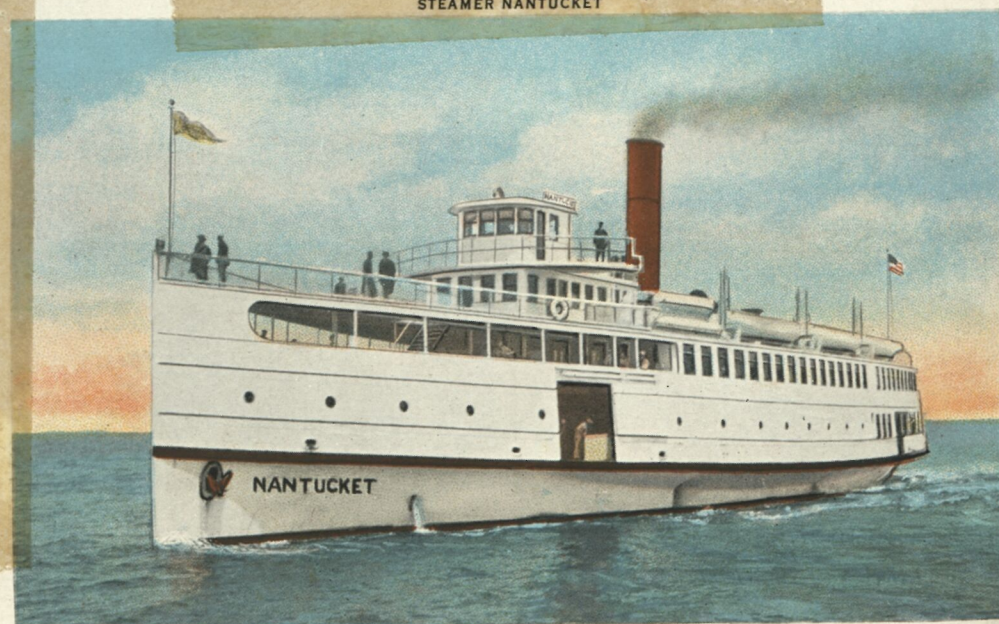
And a sorry looking sight she presented. From about twelve feet abaft the forward port gangway to the paddle box her broadside was stove bodily in, permitting free access from the wharf, while on her deck lay amid a miscellaneous assortment of debris and splintered wood, about 12 feet of the bow of the Nantucket, broken clean off above the waterline.

The passengers on both boats had a thrilling experience and in the height of the excitement nearly all donned life-preservers for which there was a lively rush. Fortunately no one was seriously injured, though there were several slightly hurt by flying splinters and more or less shocked by being thrown down by the force of the collision.

There were many narrow escapes, however. On the Gay Head Mr. Warren B. Chase and family were occupying the stateroom on the upper deck immediately forward of the paddle box, and made their escape just as the Nantucket crashed into and destroyed it.



STEAMER NANTUCKET, AFTER THE COLLISION



NEW BEDFORD, MARTHA'S VINEYARD AND NANTUCKET STEAMBOAT LINE, MASS.



Coast Guard Buoy-Tender *Nauset* at Steamboat Wharf

For The Inquirer and Mirror.
For Others' Sake!

[Lines suggested by the snow-blizzard on Nantucket Island, Feb. 12-13, 1899.]

They smote my window-pane, and sash—
Wildly, as cruel sabre's clash,
The storm's keen lances fell!
Then, like a frenzied chieftain, roared
The North Wind; and his heartless horde
Rang out a chilling knell!

The white dust of the troopers blew
Against my window; but I knew
Th' invaders were at bay;
My home stood like a castle, and
Defied the hosts from Zembla's land!
At last, the morning grey

Revealed the ravage of the night;
A vessel, shattered, hove in sight;
I heard a cry: "What of the crew?"
With hearts like those of Pilgrim stock,
Men scaled huge ice-floes; met the shock
Of the mad gale, daring to do.

They were as truly Christians there,
As where the church-bell calls to prayer;
For others' sake, faced the fierce cold;
The rigors of the biting blast
That swept the deck; broke the stout mast,
And threatened what no pen e'er told!

For others' sake, our coast-patrol
Keeps sleepless watch of the dread shoal
That mutters of the ocean's wrath!
Bleak is his way o'er the lone strand;
The surfman's eye, his ready hand,
Companions, on a trackless path!

The faintest light off shore, to him
Means sacrifice; no spectres grim
E'er daunt his courage; life for life
Is pledged, whene'er he signs the roll
Of heroes on the coast-patrol—
With fearful work and danger rife!

Ne'er let one winter night shut down
In murky shadow, o'er our town,
Without a prayerful thought of these—
Their dismal beats; th' appalling cry
Across the wave, of those who die
For other's sake, upon the seas!

ARTHUR ELWELL JENKS.

Hark! The Boat!

The old phrase "Thar' she blows"
Comes to mind at the close
Of each trip of the boat
To Nantucket.

No more whales to be seen,
No more gold can one glean
From the fruit of the sea
Near Nantucket.

But the sound of the horn
On the wind as it's borne
From the boat to the land
Off Nantucket,
Stirs the heart of each man,
Of all those who may scan
The approach of the boat
To Nantucket.

'Tis the boat that, one finds,
Is the tie that still binds
U. S. A. to the isle
Of Nantucket.
Cars and folks from each State
Used to patiently wait
At Woods Hole for the boat
For Nantucket.

"Thar' she blows" then we say
At the close of the day
As we watch for the boat
At Nantucket.
For without our old friend
How, indeed, could we spend
Any part of our lives
On Nantucket.

—Irma C. Wieand.

July 1969 Last lightship guarding Nantucket Sound departs

The last of the once sizable fleet of lightships which guarded the sea highway leading through Nantucket Sound has been withdrawn and her position is now marked by a buoy. The Pollack Rip Lightship, at the eastern entrance to the Sound, on June 28, 1969, was taken to Portland, Maine where she will replace the Portland Lightship. Thus, was ended a span of 120 years during which a lightship has been continuously stationed at this strategic location where a ship channel through the shoals south of Chatham and Monomoy Point, on the Cape, and north of Great Point on Nantucket, provides the eastern entrance to Nantucket Sound.

One by one, the lightships in this particular area have been replaced by buoys. At one time these vessels could be discerned easily from shore — Little Round Shoal, Handkerchief, Stonehorse, Shovel-ful and Pollack Shoal — their lights at night marking the winding channel as street lights do a highway. Coming into Nantucket Sound, the ships were further guided by the Bishop and Clerks Lighthouse off Hyannis to starboard and Half Moon Shoal Buoy to port. Then the course lay to Cross Rip Light-house, in mid-Sound, thence on to Hedge Fence Lightship toward the Vineyard shore. Cross Rip was taken off station several years ago, and Hedge Fence was replaced by a buoy more than two decades ago.

The removal of Pollack Rip Lightship was accomplished by the Coast Guard under the direction of Captain John W. Hume, who has recently assumed command of the Woods Hole Station. Captain Hume was aboard the patrol cutter "Point Turner" at the scene. The buoy tender *Hornbeam* lowered into position the buoy which replaced the vessel, and the entire proceeding was completed in a few moments.

The buoy is equipped with day-light control and radar reflector being battery-operated. A fog signal sounds a deepthroated blast every 10 seconds when the fog comes over the area.

Pollack Rip's red-hull could be clearly seen from shore, and her 12,000 candle-power beam from her masthead was visible for 14 miles.

With the departure of Pollack

Rip only two lightships remain off the New England coast — Portland (which the Pollack Rip is to replace) and Nantucket Shoals, 43 miles south of Nantucket, at the cross-roads of shipping.

Coast Guard officials said replacing the Pollack Rip lightship will result in a substantial saving. The lightship costs approximately \$95,000 annually to operate, including salaries. The buoy, which will be serviced every six months, will cost \$2700 a year to maintain.

The decision to replace the lightship was made by the Coast Guard after a lengthy study of proposals to improve navigational aids in the Pollack Rip area.

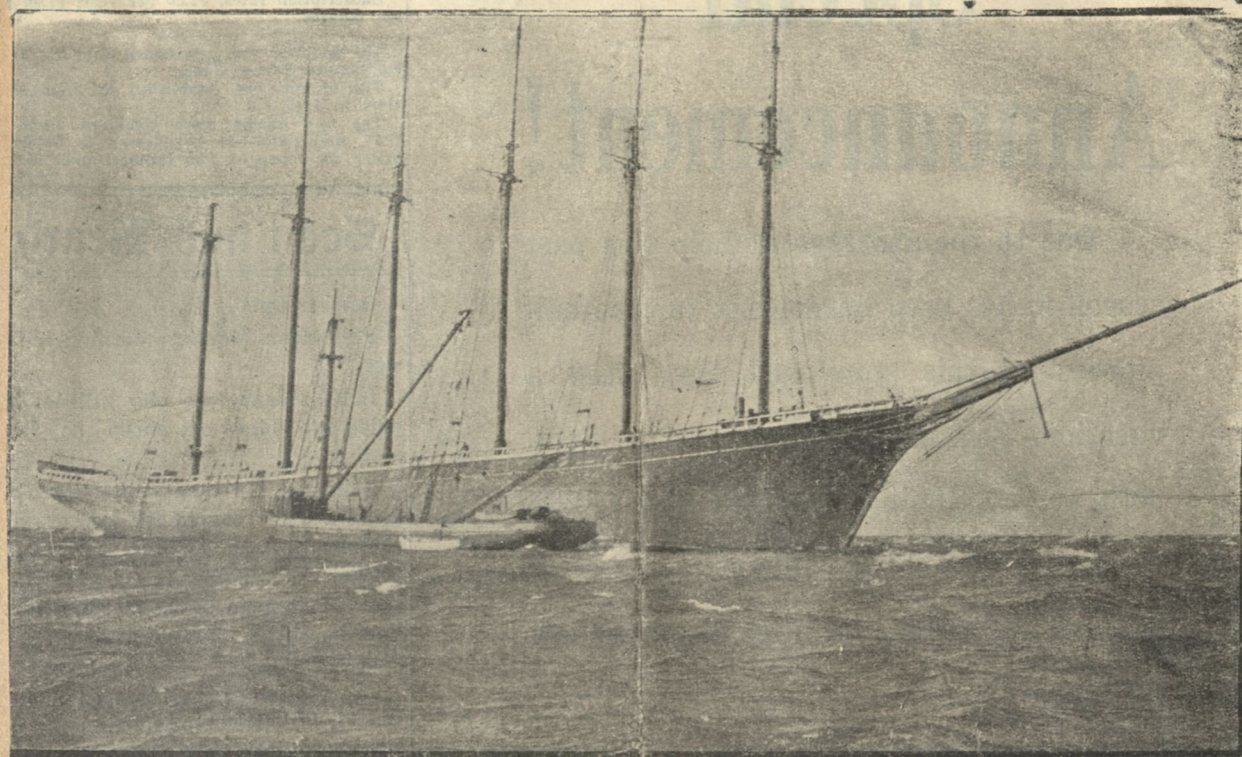
When the coastal waters contained many schooners, brigs and ships, as well as steamers, the ship channel in Nantucket Sound was well travelled.

Since then navigational patterns have changed and the Coast Guard study showed that at most 10 vessels a month use the Pollack Rip channel and most of them set their course by a buoy and do not need the lightship.

When the lightship left the scene of the Pollack Rip station a heavy fog enveloped the entire area. There was something symbolic in her leaving as her fog horn sounded regularly, growing gradually distant as she sailed off to her new station, one hundred miles away to the north. Perhaps it was a farewell to a time-honored station and a natural salute to all the vessels who had guarded this exposed place for over a century.

DECEMBER 5, 1914

Schooner Alice M. Lawrence (last of the six-masters) wrecked on Tuckernuck Shoal nearly thirty years ago, became a total loss.

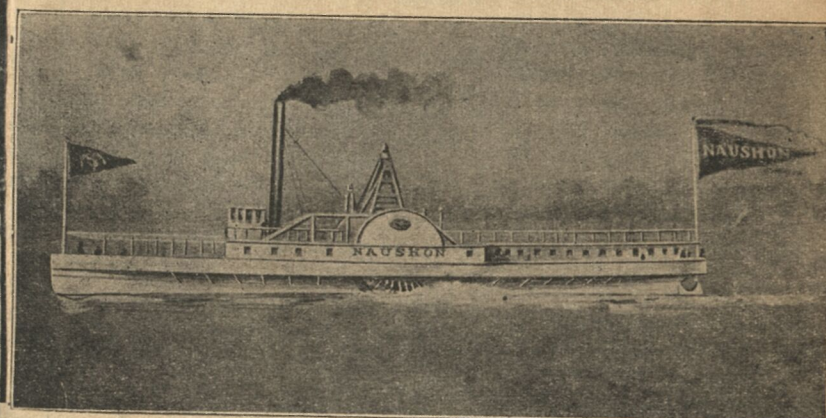


The six-masted schooner *Alice M. Lawrence* was built at Bath, Me., in 1906, and was wrecked on Tuckernuck Shoal, Nantucket sound, on December 5, 1914. The vessel was 305 feet long and 48 feet beam. She was 2,230 net tonnage. The wreck of the six-master remained on the shoal until the 27th of November, 1915, when she was set on fire and burned to the water's edge.

Steamers Which Served Nantucket in the Early Days



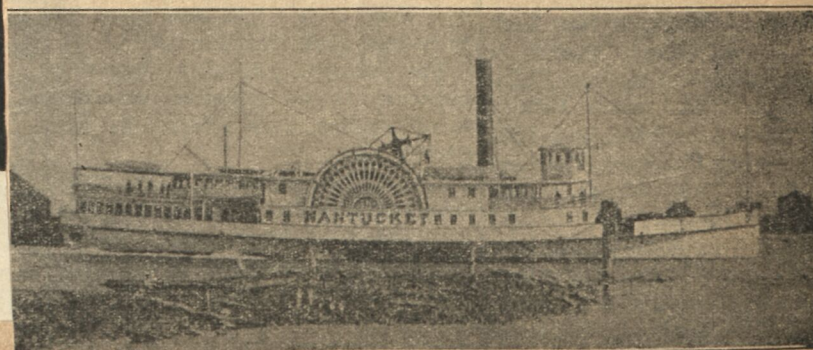
The "Telegraph" was the first steamer to run between Nantucket and Hyannis, in 1854, for the Nantucket & Cape Cod Steamboat Company.



The "Naushon," operated around 1850, made only occasional trips to Nantucket, being used mostly on the Vineyard run.



The "Hamilton" ran for a brief period in 1828, but was a failure, since it could make little headway against wind and tide.



The first "Nantucket," built in 1886, ended her career when she sank in the Hudson River in 1919.

NOW ONLY A MEMORY TO NANTUCKET



STEAMER NAUSHON LEFT NANTUCKET ONE YEAR AGO¹⁹⁴² AND ENTERED FOREIGN SERVICE. LAST REPORTS WERE THAT THE STEAMER IS IN SERVICE IN THE MEDITERRANEAN. SHE WILL PROBABLY NEVER ROUND BRANT POINT AGAIN. *Served as Hospital Ship in European waters.*

[From The New Bedford Standard.]
The "Island Home."

On reading of her proposed demolition.

Ay, strip her of all adorning,
From stem unto rounded stern,
And leave but the poor dismantled hull
For the ruthless flames to burn!

No more shall her tattered union
Float out on the summer breeze;
No more shall her paddles plough the foam
Amid these amblint seas.

How oft hath she voyaged worldward
With youth in its hope and pride;
How blithe would her bell peal forth at morn
For many a new-made bride!

And, veterans, well ye remember,
At the end of the long, long strife,
How your hearts beat time as ye trod her deck,
With thoughts of mother and wife!

Like a brant would she ride on the billows,
Though the flood leapt over her rail,
And well would she forge through the drifting
floods
In the teeth of a wintry gale.

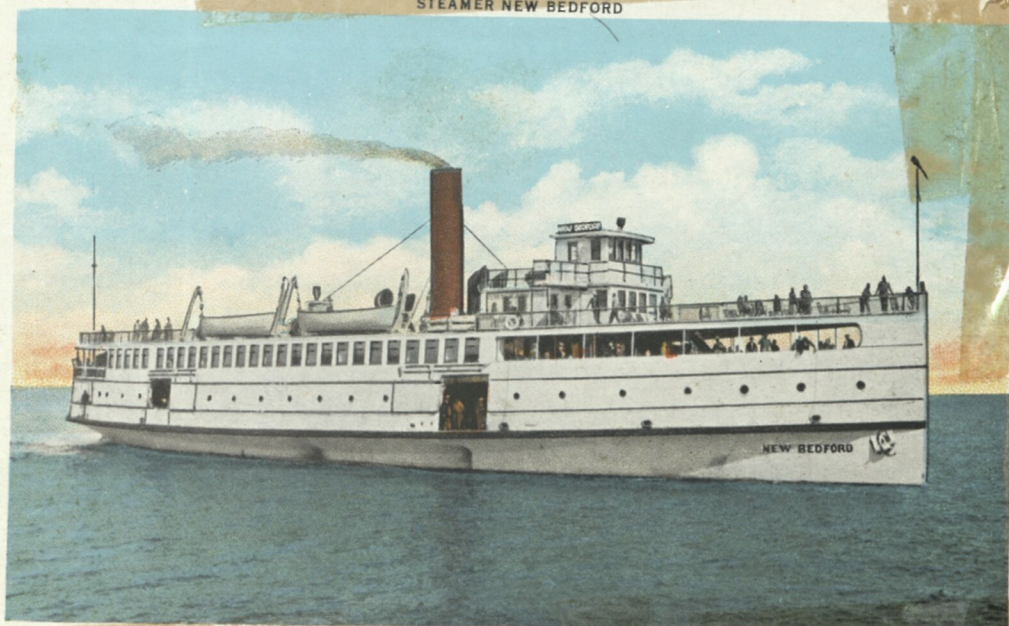
For she knew the touch of her master,
With Manter's firm hand at the helm:
(Long life to the gallant skipper
In his own loved sea-girt realm!)

Here's a song to the Golden Eagles,
Long kissed by the wreathing foam,
And here's to the name and well-won fame
Of the staunch old Island Home!

H. S. WYER

Nantucket, Aug. 9, 1896.

STEAMER NEW BEDFORD



NEW BEDFORD, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP LINE, MASS.

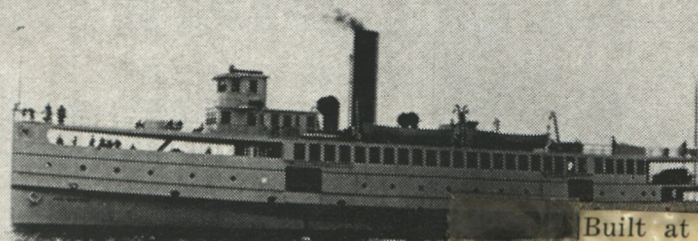
3975-29

STEAMER NAUSHON

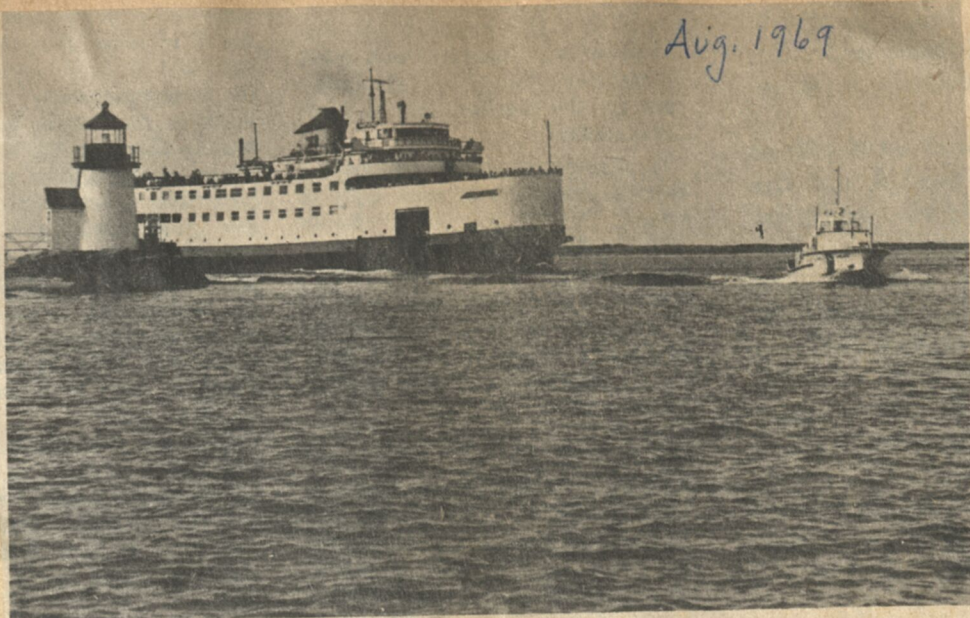


NEW BEDFORD, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP LINE, MASS.

3976-29



Built at Quincy, Massachusetts, in 1928, *New Bedford* served the Islands out of New Bedford 14 years until, at our entry into World War II, she was taken over by the U. S. Navy and converted into a warship.



Steamer "Nantucket" rounds Brant Point escorted by the Coast Guard

Goodbye July 1970



GOODBYE TO JULY - For the many summer visitors whose vacation on Nantucket ended when the steamer sailed August 1, over thirty cars patiently waited on standby for this trip.

Welcome August 1970

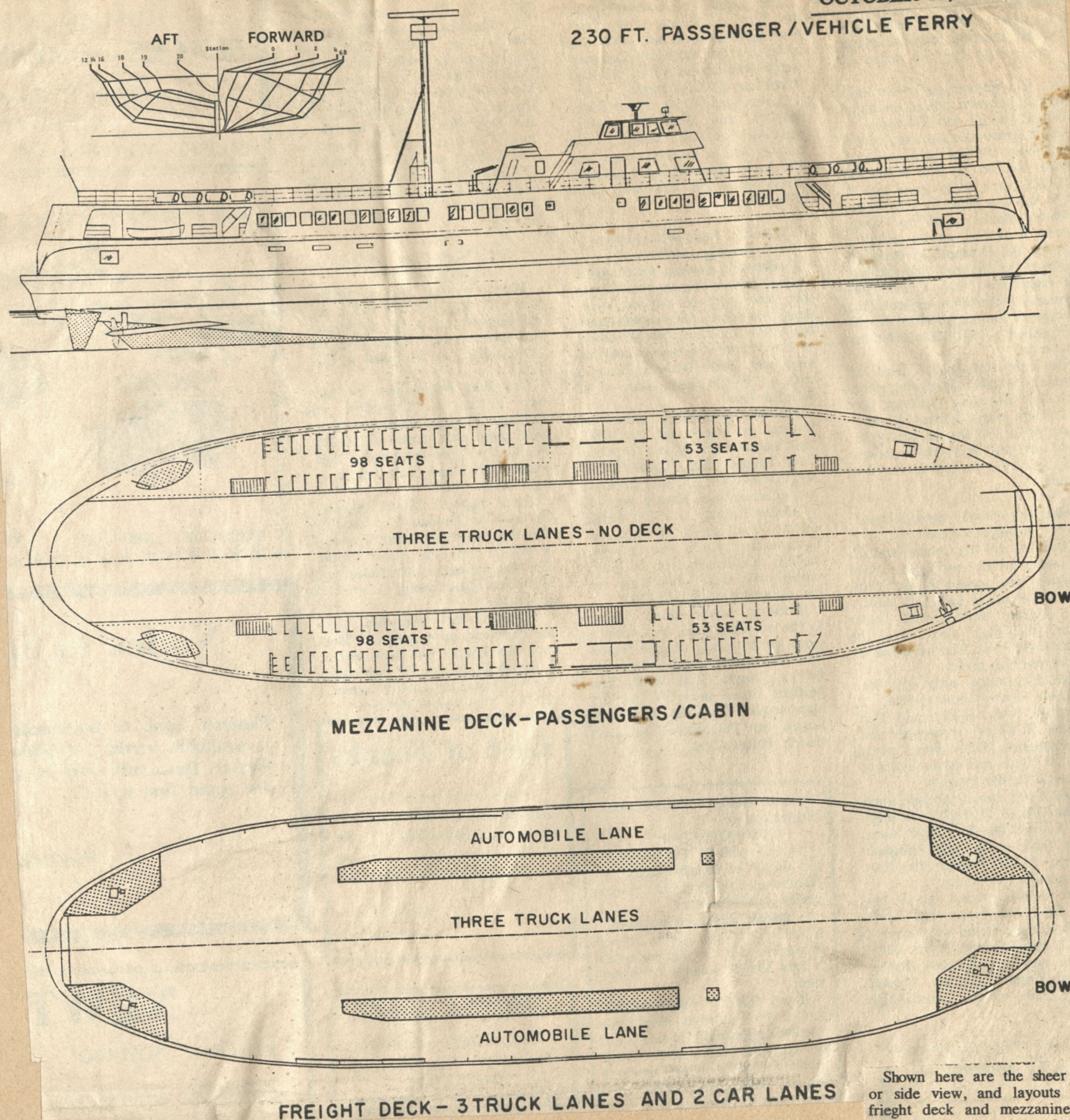


WELCOME AUGUST - Steamer Nantucket being greeted August 1, 1970 with capacity load of cars and passengers.

Steamship Authority has signed contract for new 230-foot vessel for Nantucket run

OCTOBER 12, 1972

230 FT. PASSENGER / VEHICLE FERRY



Steamship Authority Chairman James Smith, Member for the Town of Falmouth, and officers of Bellinger Shipyards, of Jacksonville, Inc., Florida, have signed the contract for the construction of the new 230-foot vessel, of which simplified plans are shown here.

Signing of the contract did not take place until after the yard was inspected by Authority General Manager John McCue, maintenance

director A. E. Libbra and Marine Architect John Roper. The three men went first to New York, where they went aboard and inspected the M. V. "Dayliner", a 308-foot vessel built last year by Bellinger. The Authority team found the quality of workmanship impressive and the owners expressed their complete satisfaction with the work, recommending the Bellinger yard enthusiastically.

Shown here are the sheer plan, or side view, and layouts of the freight deck and mezzanine deck, as well as cross-sections of the hull below the freight deck. Plans of the upper deck and passenger accommodations on that deck will be made available by the Authority in the near future.

The vessel has about the same length and beam on the freight deck as the Nantucket, but is 6 feet wider on the waterline. Power will be two 850-h.p. Fairbanks Morse diesels of the same type and size used in the Ferry Islander, and a diesel bow-thruster will be installed.

COPYRIGHT BY H. MARSHALL GARDINER, NANTUCKET, MASS.

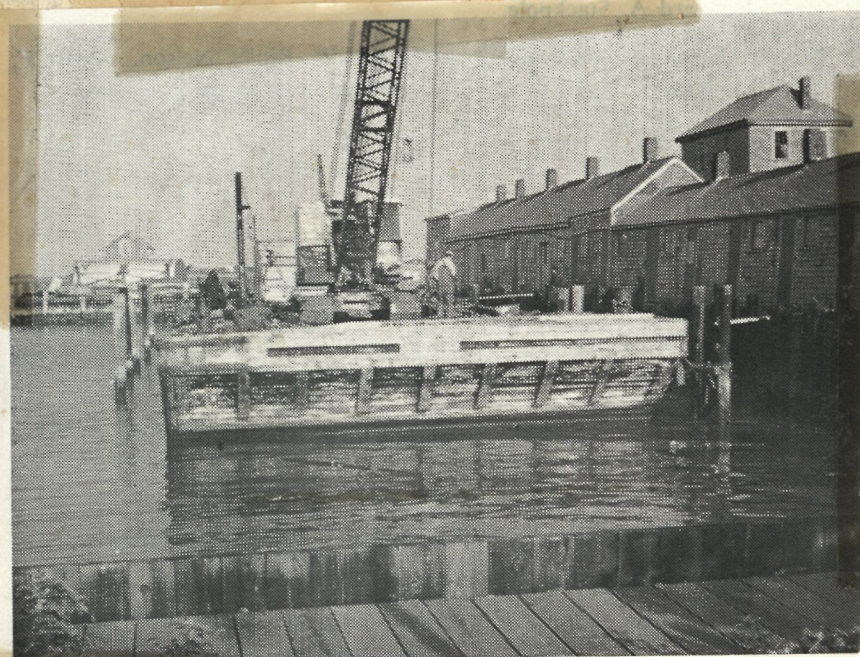


RAINBOW FLEET, NANTUCKET, MASS.

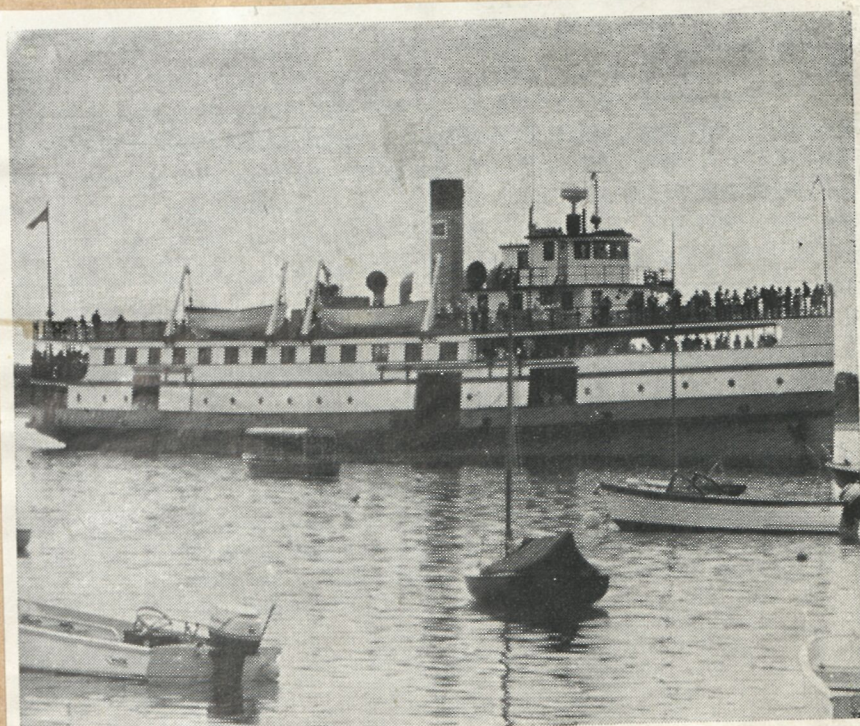


South Wharf
Nantucket

William Westcott Smith



Rebuilding Old South Wharf is a big job.



The Sturdy Steamer *Nobska* Brings Many Summer Vacationists to Nantucket

Down by the tired wharfs of grey
The crowded steamers come and go;
Its sunburned travelers make their way

In island taxis, black and low.
Bermuda shorts with high knee socks,
Scary shirts, dark glasses, straw hats slung,
Bright pink and green slacks also shock
The native folk, both old and young.

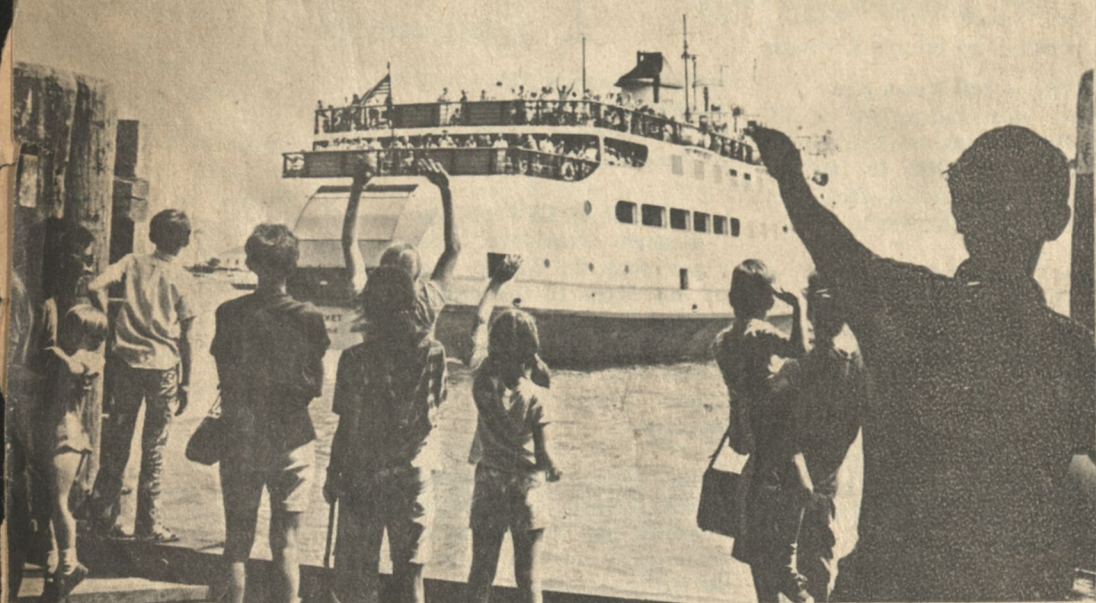
The tourist on his English bike
Rides through the narrow streets of stone

From Quaise to Cisco and the like
Enjoying scenes of homes alone
Concealed in roses, red and sweet
Enticing him to rest and gaze
Beyond the hedges, clipped and neat
Out to the moors where fat cows graze.

The shimmering seas with rainbow sails
Vast lengths of bleached-white sand
Displaying starfish, shells, and snails
And twisted driftwood tossed on land;
Where summer frolickings abound
About the Jetties and crystal dunes.
The screeching calls of gulls resound
And laughter blends with the ebb tide's tunes.

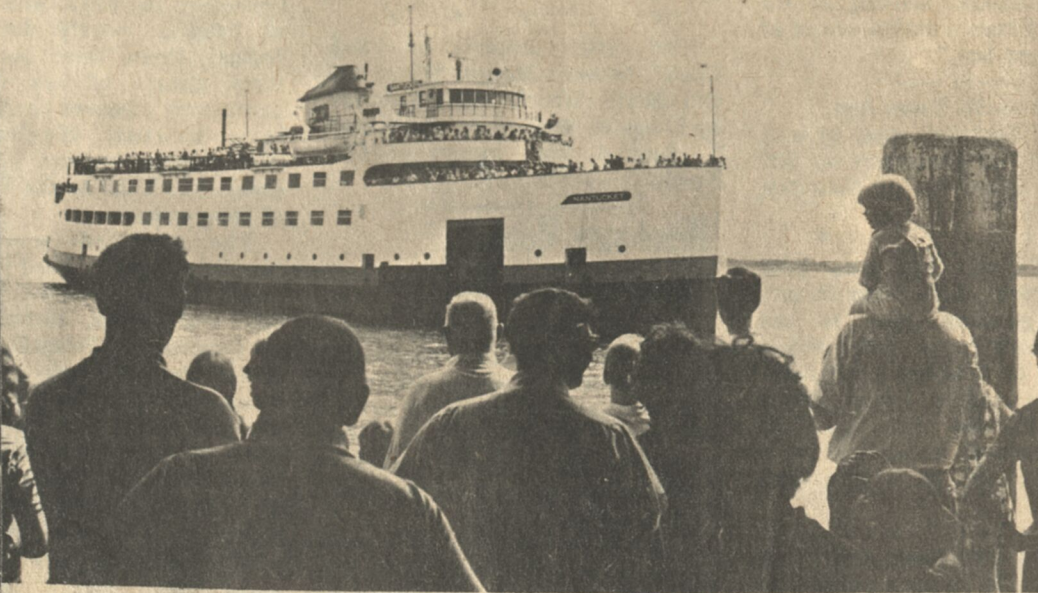
R. LaRose

Goodbye July 1970

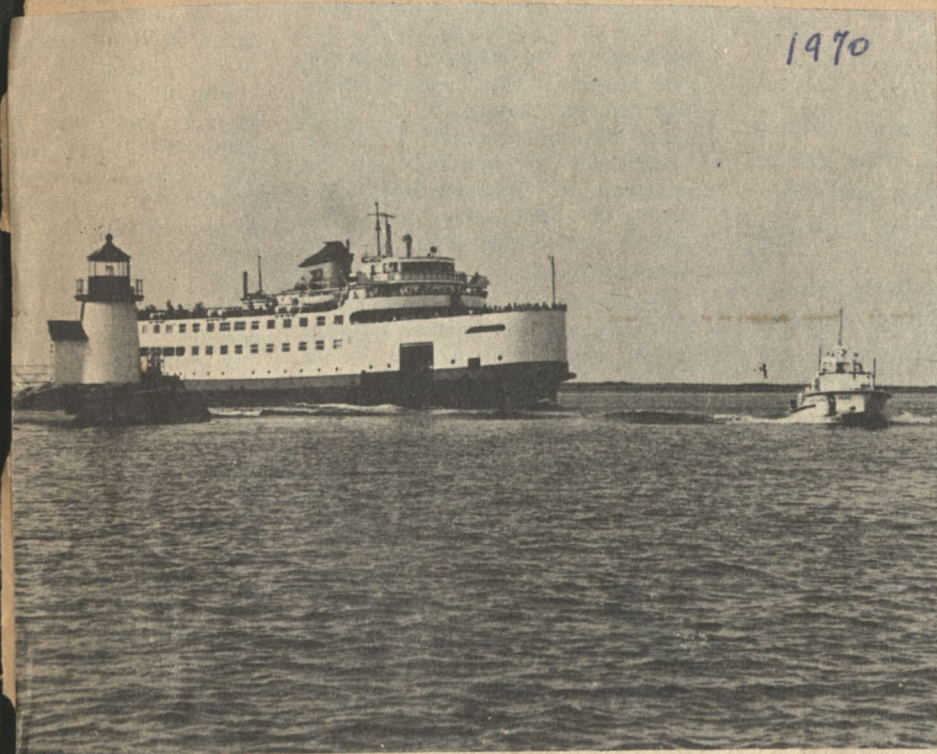


GOODBYE TO JULY - For the many summer visitors whose vacation on Nantucket ended when the steamer sailed August 1, over thirty cars patiently waited on standby for the trip.

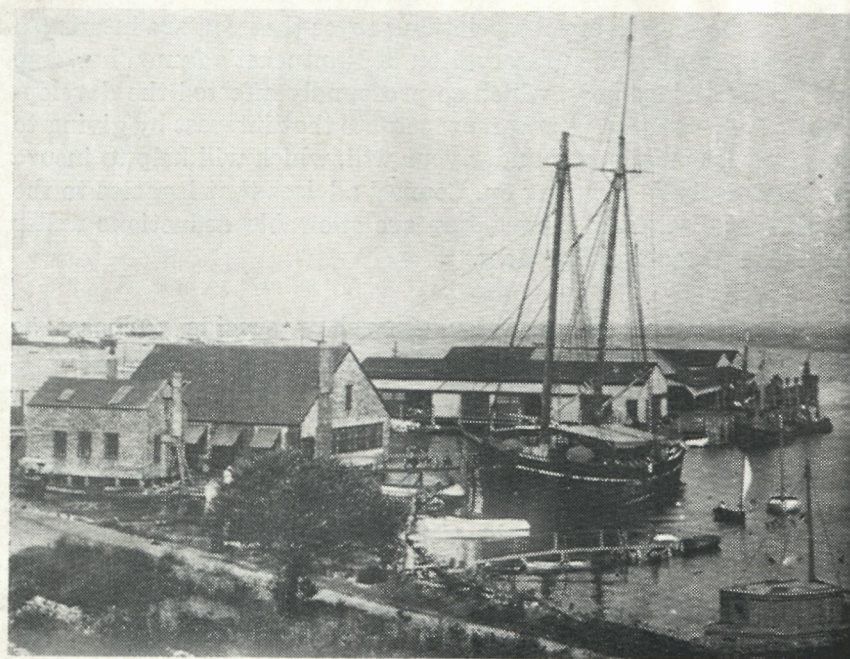
Welcome August 1970



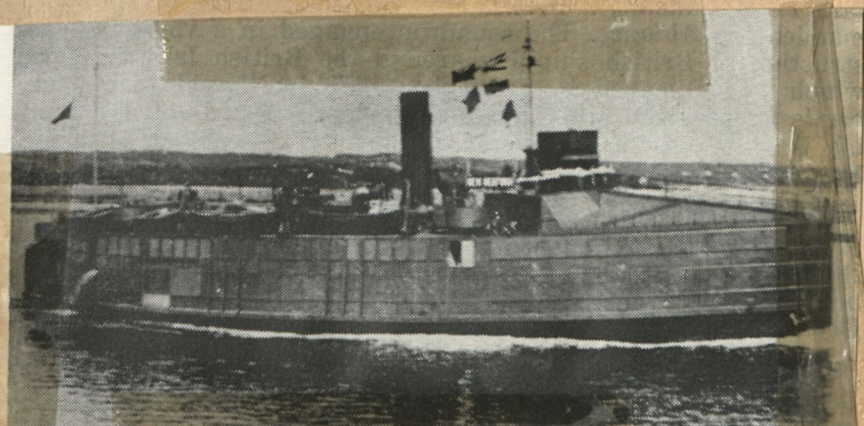
WELCOME AUGUST - Steamer Nantucket being greeted August 1, 1970 with capacity load of cars and passengers.
Photo by Fran Wasley



Steamer "Nantucket" rounds Brant Point escorted by the Coast Guard



Steamboat Wharf a half century ago (1921) when the old schooner *Allen Gurney* was floated into position on the south side to become "The Skipper" restaurant, with Miss Margaret Prentice and Miss Gladys Wood as proprietors.



After her conversion by the Navy, SS *New Bedford* served four years in counter-submarine work and, it is said, sank the German U-Boat which had torpedoed the large overnight coastal steamers *Boston*, *New York*, and *Yorktown*. war she was reconverted, with some alterations, to



First Nantucket Yacht Club Station, Steamboat Wharf



The Rainbow Fleet



PUBLISHED AND COPYRIGHTED BY MITCHELL'S BOOK CORNER, NANTUCKET

GRAPHIC DESIGN BY MITCHELL HAYMEYER OF NANTUCKET

PHOTOGRAPH BY EDUARD A. STACKPOLE OF NANTUCKET

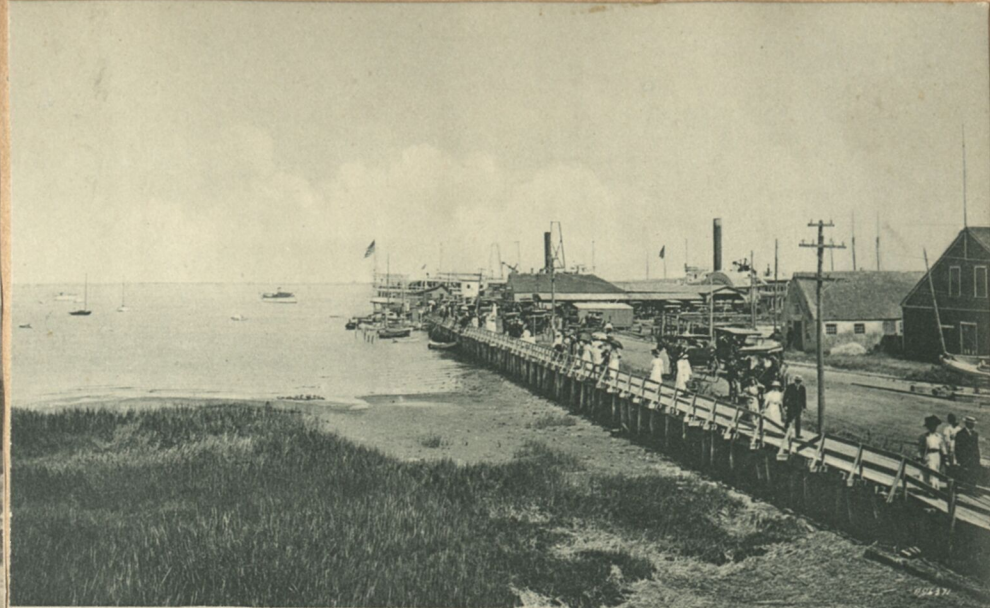
"SHENANDOAH" ROUNDING BRANT POINT, NANTUCKET.

Robert L. Douglas, Master

LENGTH AT THE RAIL 108 FEET
EXTREME BREADTH OF BEAM 25 FEET
DRAFT 11 FEET

THE COASTWISE PACKET CO., INC., VINEYARD HAVEN, MASS.
BUILT BY HARVEY F. GAMAGE SHIPBUILDING CO., SOUTH BRISTOL, ME. • LAUNCHED FEBRUARY 15, 1964

HEIGHT OF MASTS ABOVE WATER 34 FEET
SAIL AREA 7000 SQ. FEET
SPEED BETTER THAN 12 KNOTS



Wyer

Arrival of the Sunday Boat, Nantucket.



NANTUCKET WHARF.—The Last Farewell.



HARBOR VIEW AND WHARF

1860

Winter Arrangement.
Three Trips per Week.
 On Monday next, Jan. 9th, the Steamer
 ISLAND HOME. Capt. Thomas Brown,
 will commence making three trips per week
 Hyannis. Leaving here at 8 1/2 o'clock, A. M.
 Mondays, Wednesdays and Fridays, and
 returning same days. Will leave Hyannis on
 the arrival of the morning train from Boston.
 A. B. ROBINSON,
 Nantucket, Jan. 6th, 1860. Agent.

1872

PACIFIC
MAIL STEAMSHIP COMPANY'S
THROUGH LINE
TO CALIFORNIA,
CHINA AND JAPAN,
Touching at Mexican Ports,
 AND CARRYING THE U. S. MAIL.

FARES GREATLY REDUCED

One of the large and splendid steamships of this line
 will leave Pier No. 42, North River, foot of Canal
 Street, at 12 o'clock, noon, on the 15th and 30th of
 every month (except when those dates fall on Sun-
 day, and then on the preceding Saturday), for ASPIN-
 WALL, connecting, via Panama Railway, with one
 of the Company's Steamships from Panama for SAN
 FRANCISCO touching at MANZANILLA.

All departures connect at Panama with steamers for
 South Pacific and Central American ports. Departure
 of 15th touches at Kingston, Jamaica.

For Japan and China, steamer leaves San Francisco
 first of every month, except when it falls on Sunday,
 then on the day preceding.

One Hundred Pounds Baggage allowed each adult.
 Baggage masters accompany baggage through, and at-
 tend to ladies and children without male protectors.
 Baggage received on the dock the day before sailing,
 from steamboats, railroads, and passengers who prefer
 to send down early.

An experienced surgeon on board. Medicine and
 attendance free.

For Freight, or Passage Tickets or further informa-
 tion, apply at the Company's ticket office, on the
 Wharf, to

F. R. BABY, Agent, or to
 Agents for New England.

C. L. BARTLETT & CO.,
 16 Broad street, Boston.
 G. W. MACY, Agent for Nantucket.

ap1 20-3m

1872

1891

N. B., M. V. &
Nantucket Steamboat Co.
OLD COLONY LINE.
 Nantucket, Cottage City, and
 Woods Holl
STEAMER
ISLAND HOME.

Commencing Nov. 2nd, 1891,

(Weather permitting) Steamer Island Home,
 Captain A. P. Bartow, will leave Nantucket
 daily, Sundays excepted, at 8 a. m., connecting
 at Woods Holl with 4 p. m. train, due in Boston
 7 p. m. (Kneeland Street Station).

RETURN—Leave Woods Holl 12 m., (time of
 arrival of train leaving Boston, 9 a. m., Kneeland
 Street Station.

Freights must be on the wharf 30 minutes before
 advertised time for leaving.

Freights for stations beyond the lines of the Old
 Colony Railroad must be prepaid or accompanied
 by a written guarantee to pay all charges.

Consignor's name, as well as the consignee's
 name must appear on each barrel or box of fresh
 fish destined to points beyond Woods Holl and
 New Bedford, using two cards, blacking or stencil.

The Steamboat Company reserves the privilege
 of changing the time of running, also of towing
 vessels on the passages without notice.

Application for towing vessels or any other in-
 formation made to J. R. BACON, Agent at Nan-
 tucket, or to

EDWARD T. PIERCE, General Agent,
 New Bedford.

1970

SS Nantucket overhaul nearing completion

The annual overhaul work on the
 steamer "Nantucket", performed by
 Steamship Authority maintenance
 personnel at Woods Hole, is
 expected to be completed before
 December 16th. On that date the
 Coast Guard inspection of the
 vessel will begin. The inspection
 normally takes three or four full
 days and will be finished by the
 23rd or 24th. This will allow the
 Authority time to comply with any
 requirements which the inspectors
 might issue before the boat is
 returned to scheduled service early
 in January.

The entire hull has been painted
 outside and some interior painting
 has been done, but most of the
 work has been in the engine room
 and fireroom.

Each of the two 5-cylinder 2000-
 h.p. steam Unaflo engines was
 overhauled this year, and three
 pistons were replaced in the
 starboard engine. These were the
 last of the original pistons that have
 been in the engines since 1957,
 when the "Nantucket" first went
 into service. They had been run
 over 30,000 hours and normal wear
 finally dictated their replacement.
 The new pistons cost about \$1500
 each.

The two Babcock & Wilcox
 boilers are overhauled every year in
 compliance with Coast Guard
 regulations. This year's boiler
 overhaul took more work than in
 previous years because for the first
 time each boiler required
 replacement of some water tubes—
 about 60 in each.

The smokestack is pressure-
 tested every year in order to detect
 leaks which would permit the
 escape of hot exhaust gases. This
 year sufficient corrosion at the top
 of the inner stack was found to
 require replacement of some of the
 steel. This corrosion is commonly
 caused by sulfuric acid which is
 generated when sulfur dioxide in
 the exhaust gas combines with
 rainwater.

Additional controls were installed
 in the vessel's sewage system as an
 antipollution measure. Control of
 pollution by both fuel oil and
 sewage has been an area of prime
 concern for vessel operators in the
 last several years. The Steamship
 Authority has made a number of
 mechanical modifications to the
 boats to solve this problem.

Total cost of the "Nantucket's"
 overhaul this year has been
 estimated to be in the vicinity of
 \$60,000.

The yacht "Lilliam" commenced two trips daily (wind and weather
 permitting) on June 26 from Steamboat Wharf to the Wauwinet House.
 Capt. Frederick W. Coffin replaced Capt. C. E. Smalley, who retired
 after 22 years as skipper to devote his time to his duties at the Customs
 House.

—0—

1899



Nantucket's Carriages Were the Taxis of the Early 1900's

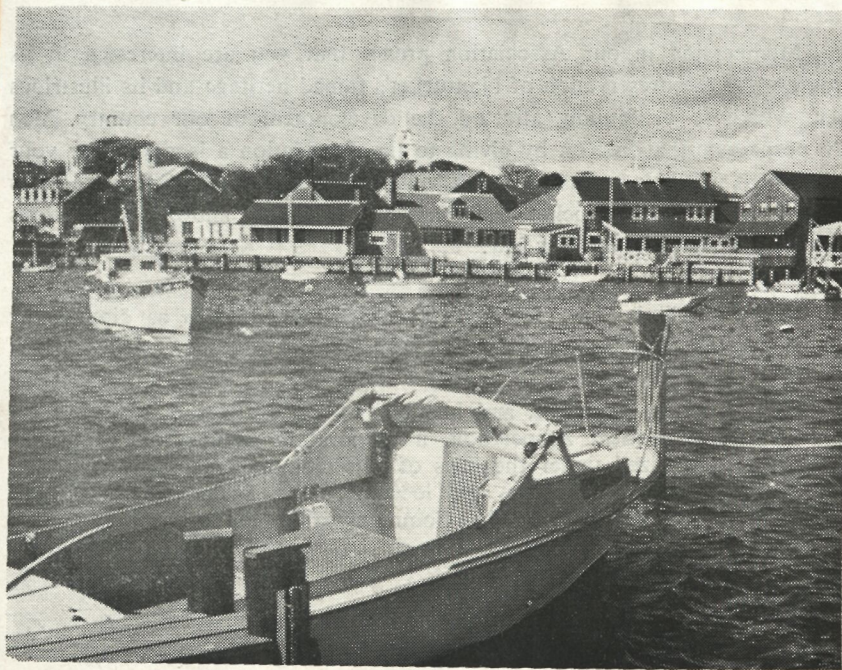


STRAIGHT WHARF AS IT WAS IN 1870.

Showing the "T" which was on the north side and the end of the wharf extending much farther out than it is at present. This picture was taken before coal sheds were erected there and when the wharf was used by "wood coasters" and "apple merchants."



Easterly end of Old South Wharf from Straight Wharf, circa 1940.

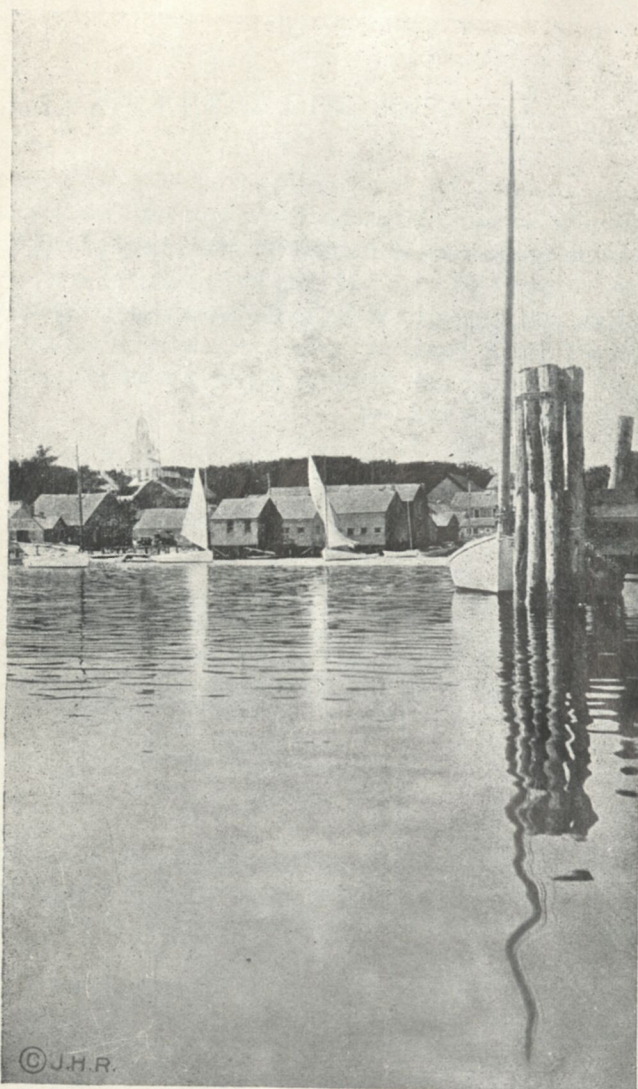


Part of the Harbor looking Northwest from Old North Wharf.



A WHARF SCENE AT NANTUCKET.

Photo by Dorothy Webster



© J.H.R.

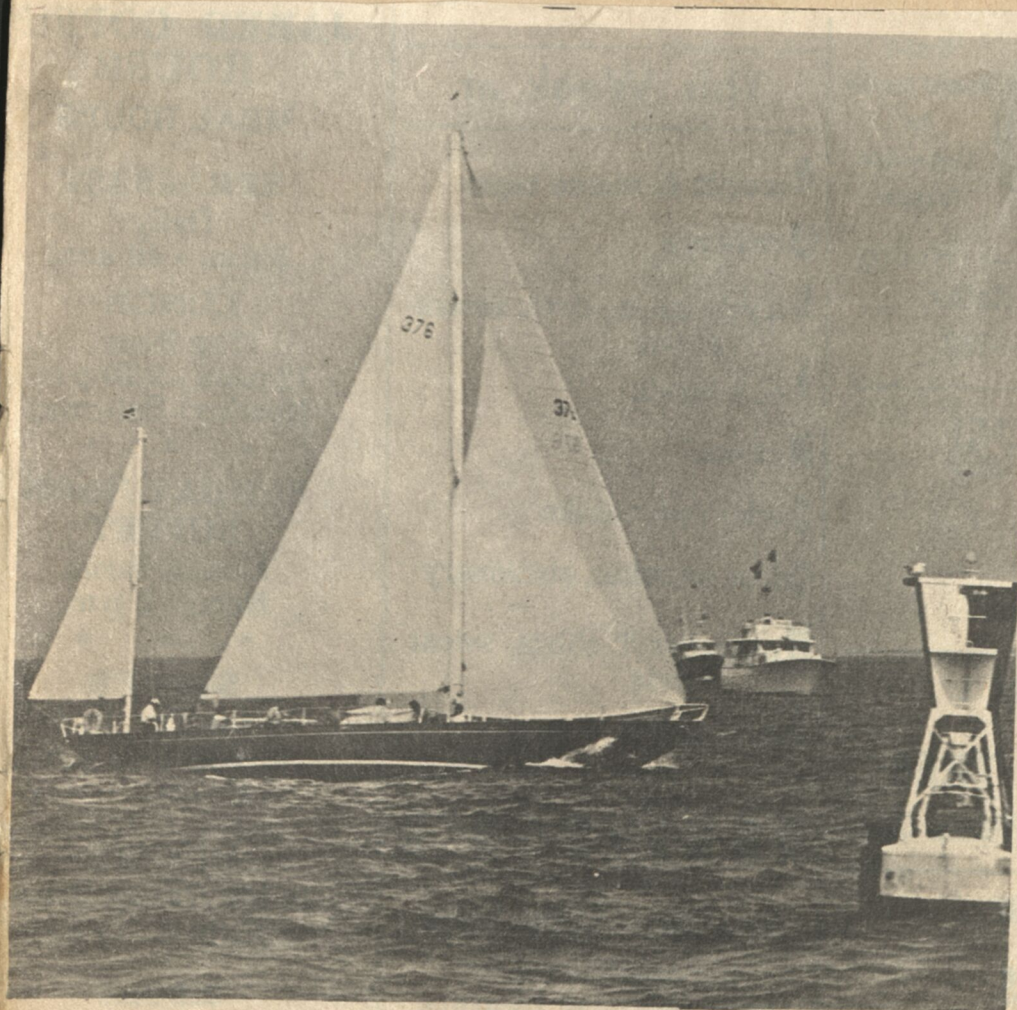
A summer scene along the waterfront 50 years ago.



MAY 10, 1970

The "Tabor Boy" docked at Straight Wharf this weekend.

1970



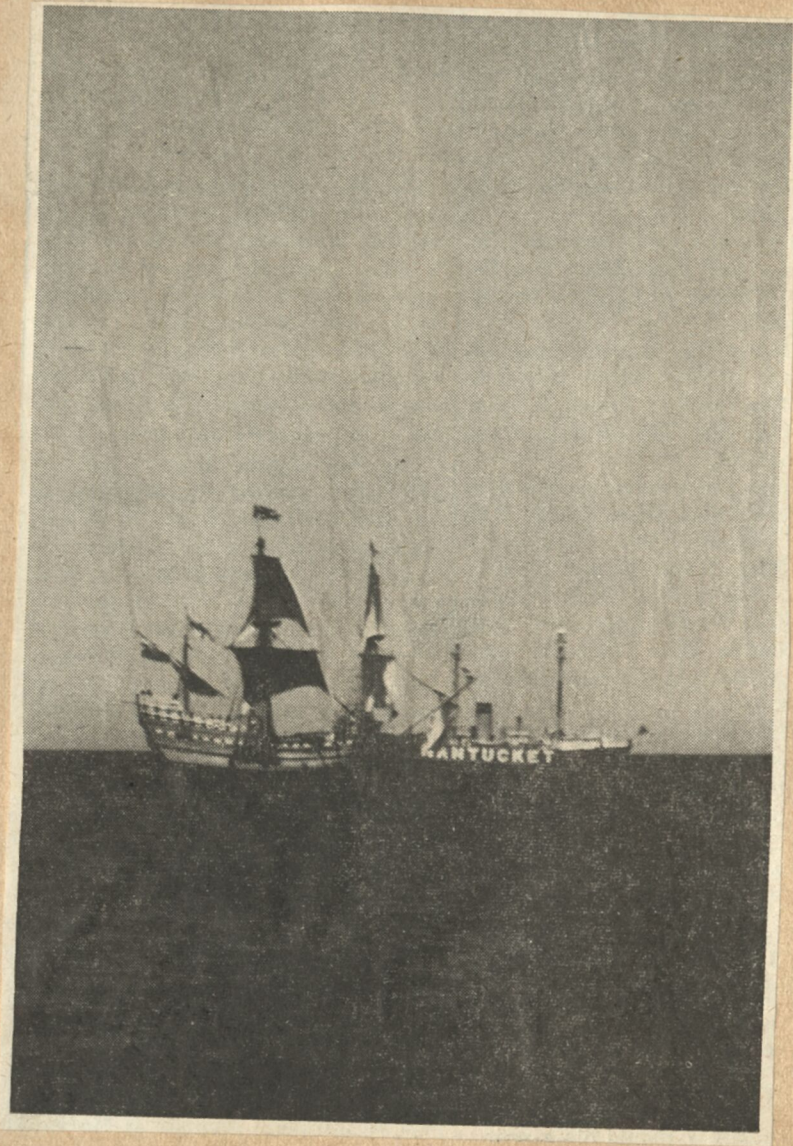
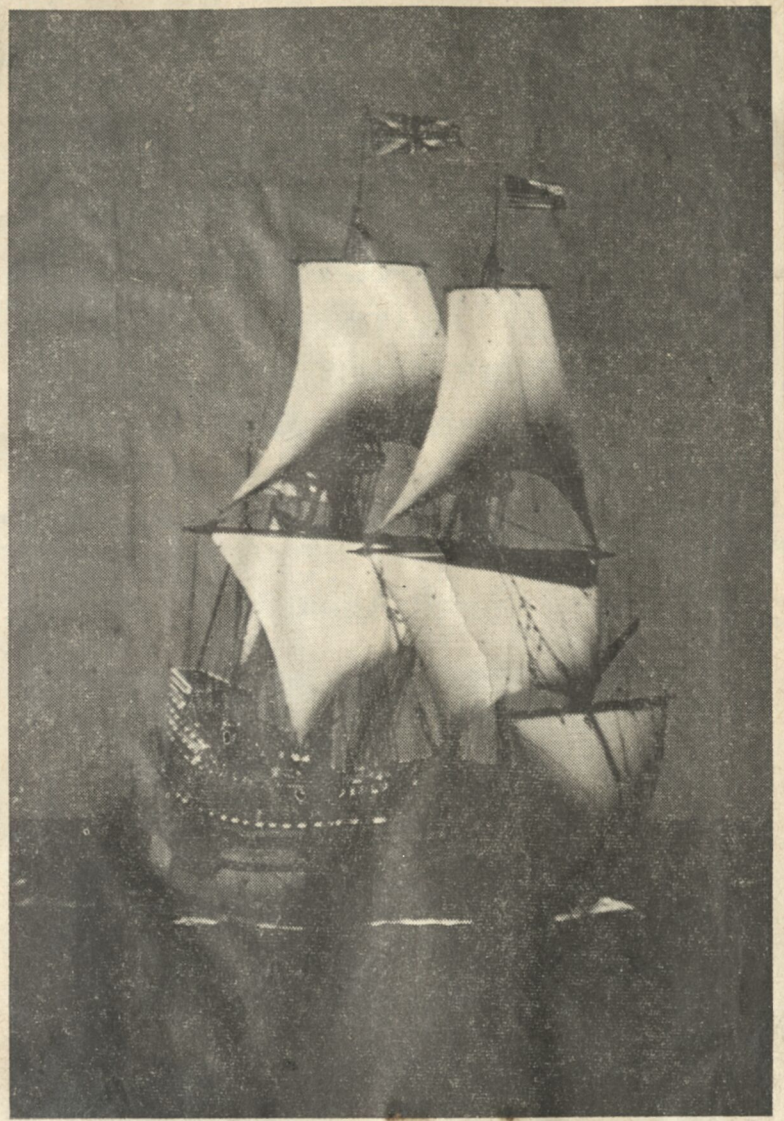
Early arrival at the finish line of the New York Yacht Club which arrived Tuesday afternoon. Vessel is coming up on Bouy one at the entrance to Nantucket Harbor.

Photo by Fran Wasley



The main - to Straight Wharf

Mayflower II passing off Nantucket June, 1957



The Los Angeles Sails Over Nantucket.



"Wauwinet House"



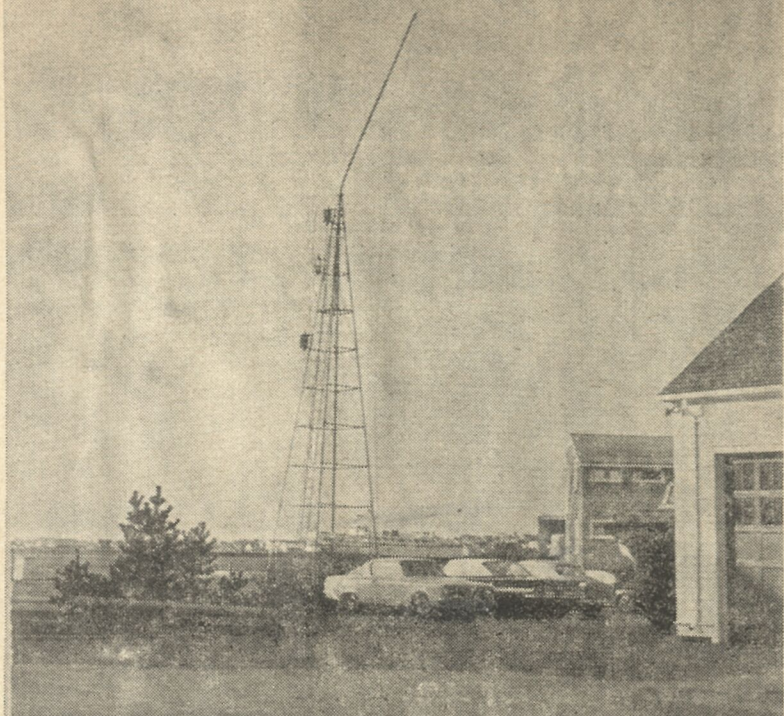
WAUWINET HOUSE AND COTTAGES



Wauwinet Wharf



APRIL 17, 1969



The signal tower's staff at the Brant Point Coast Guard Station provides mute evidence to the strength of an easterly gale.



© J.H.R.

Breeches Buoy Drill



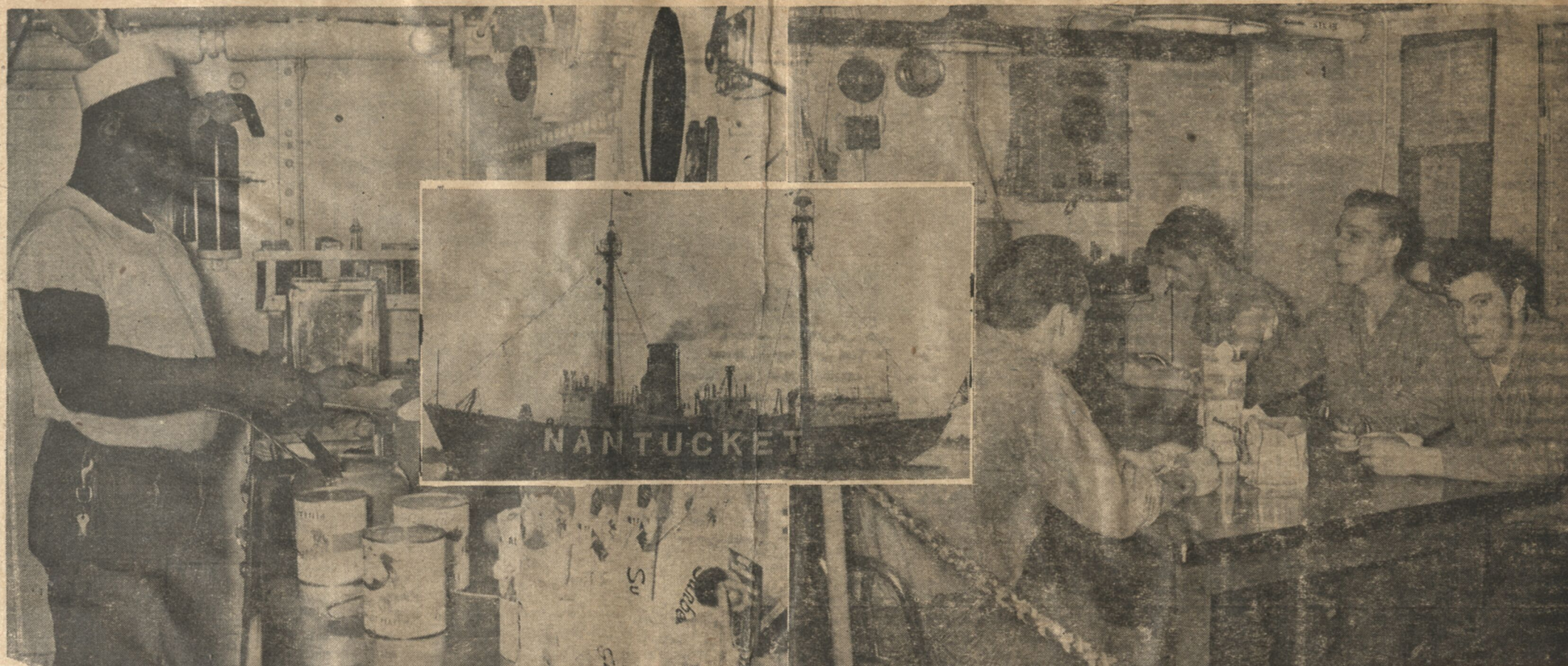
First Nantucket Yacht Club Station, Steamboat Wharf



Brant Point Lighthouse, Nantucket Island, Mass.

The new "Nantucket" passing Brant Point Lighthouse
The site of the first lighthouse built in the U.S.

Nantucket Lightship Visited Woods Hole for First Time Last Week.



Lightship in Woods Hole

When the Nantucket lightship anchored last week in the quiet waters of Woods Hole's Great Harbor, it gave crew members a chance to relax without having to brace themselves against the continual rolling and pitching the ship undergoes on station. The pictures show the crew during a noon hour break from the continual work of cleaning ship. On the left cook Charles Bailey in the galley serves up a plat of veal cutlets. From Bailey's galley the cutlets went to the mess table shown at right. The two sailors at the right catch a little after-dinner time in their bunks in one of the crews' staterooms adjoining the mess hall. The mess table is the recreational center of the ship. There letters are written, card games are played, and elbows are rested during the movies shown on the screen that appears above the table.

Lightship's Woods Hole Trip Hazardous Undertaking.

From The Falmouth Enterprise

Woods Hole was treated to a sight it had never seen this week, as the Nantucket Lightship spent five days at anchor in Great Harbor. It was the first time the lightship had ever visited Woods Hole and the visit was not a routine one.

The vessel arrived in port last Saturday afternoon and was met by Dr. Alfred W. Senft, who treated five cases of flu, the bug having broken out aboard ship five days earlier. For the rest of the crew, six men at the time, the days in Woods Hole afforded a chance to recover from the trip in from station, a trip that indicated lightships are sometimes more at home at anchor than underway.

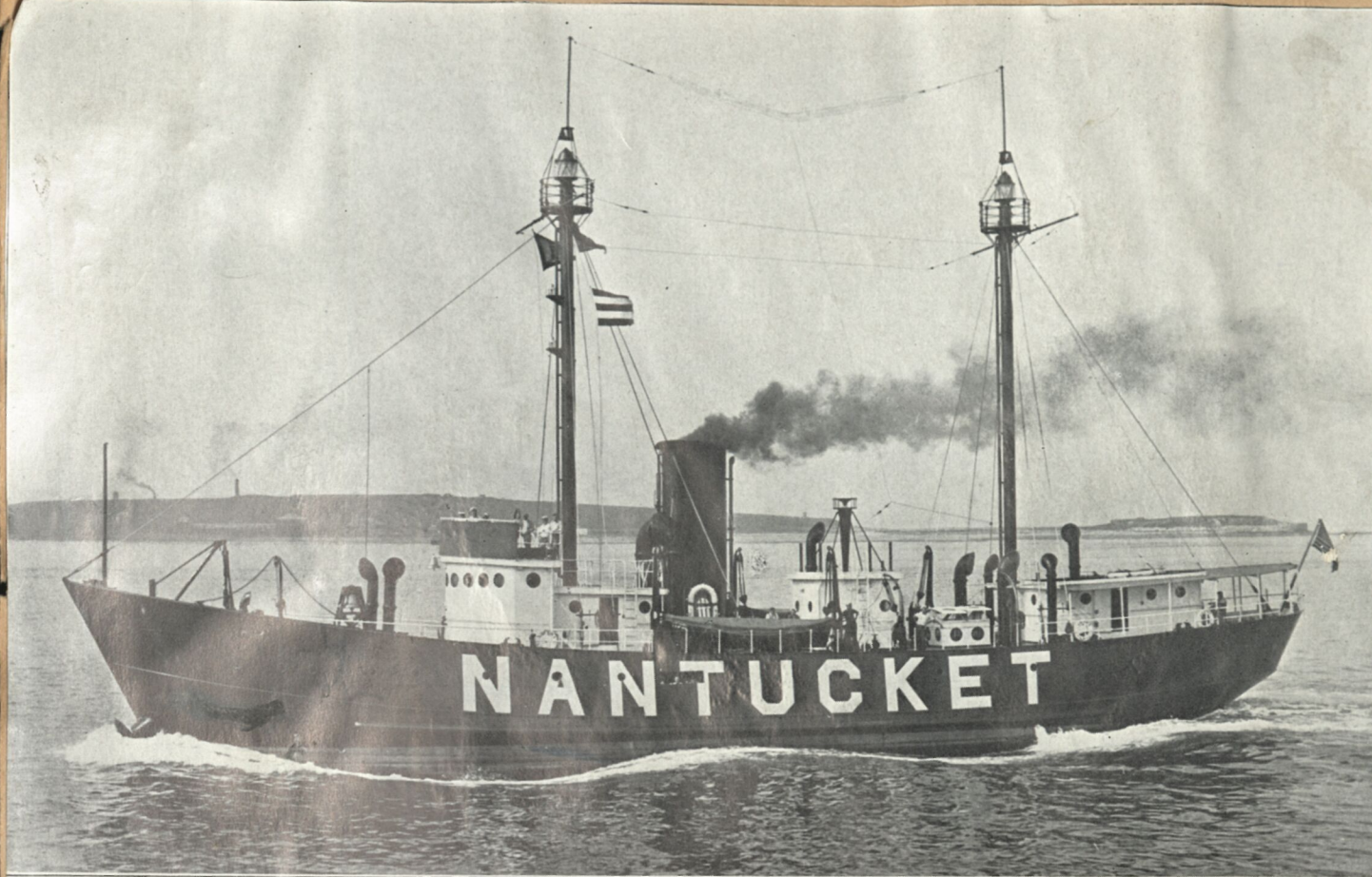
The Nantucket had been on her station 30 miles southeast of Nantucket since July when the flu broke out. After two stricken seamen had been removed, one by helicopter and the other by an equally dangerous small boat transfer to the cutter Spar, Lieut. Albert H. Hauser, commander of the Coast Guard base at Woods

Hole, recommended that the ship be brought in to give the crew a rest and proper medical care. The order was issued at Boston, and at 1 a.m. Saturday the anchor was weighed and the ship started for Woods Hole.

During her five-day stay in Woods Hole, members of the crew started in on the cleaning job that had been impossible while the ship was at sea. Down in the fire room Chief Engineer Symes tore the feed pump apart and put it back together in an effort to get the ship to Boston for overhaul. The lightship left yesterday, steaming out around the Cape to avoid the danger of a breakdown in the canal.

The ship herself is just starting her third decade of service. Built in Wilmington, Del., in 1936, she was paid for by the British as a replacement for the Nantucket lightship that was rammed and sunk in that year by the British liner Olympia.





THE NEW LIGHTSHIP BOUND OUT TO HER STATION 43 MILES SOUTHEAST FROM NANTUCKET ISLAND



All Visitors to Nantucket Pass "Cross Rip".

THE LOST LIGHTSHIP.

(By Seabury Lawrence, in New York Sun.)

They say ol' Cross Rip's cruisin'
In the Sarragossa Sea,
Where ev'ry jolly sailor man's
As happy as can be.

An' her rails are decked with flow'rs
Hung by mermaids over side,
And the winds are always blowing fair
And the seas are blue and wide.

It were a white and freezin' day
She drifted from the Sound,
When she tore adrift from her moorin's
In an ice field, seaward bound.

An' all around the crunchin' cakes
Made a frozen, frigid ring—
An' so they passed out by Great P'int,
Where the mack'el gulleys sing.

Fellers out on the Great Round Shoal.
They watched ol' Cross Rip slide,
Movin' slow and helpless like
On the nor'west wind an' tide.

For she had no wireless signals,
And could get no help f'm land,
An' there wuz no power down below
An' no sail to set by hand.

So ther' wa'nt very much to do
Fer the skipper an' his men
But to let 'er drift to south'ard,
Out of human touch-an' ken.

An' the war-lorn world's forgot 'em,
But some women on Cape Cod
Are still waitin' for their menfolks
An' a-prayin' to their God.

1918

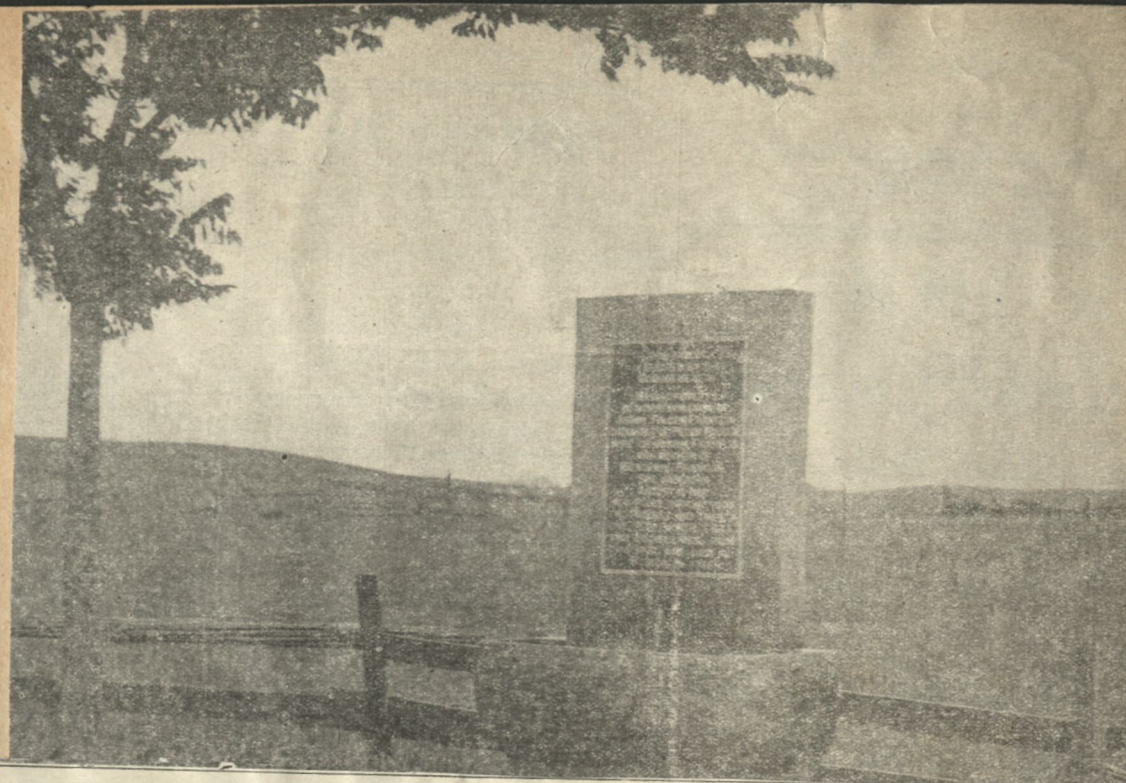
ERECTED A.D. 1881, BY
A DESCENDANT OF THE FIRST
SETTLERS OF NANTUCKET
IN MEMORY OF THOSE WHOSE REMAINS
ARE BURIED ON THIS HALLOWED SPOT,
WHERE STOOD THE FIRST CHURCH
GATHERED HERE IN 1711,
SINCE REMOVED TO WHERE IT
NOW STANDS AS THE VESTRY OF THE
FIRST CONGREGATIONAL SOCIETY.

1609-TRISTRAM COFFIN-1681
1698-THOMAS MACY-1682.
1604-EDWARD STARBUCK-1690
1617-PETER FOLGER-1690.
1624-JOHN GARDNER-1708
1664-JOHN SWAIN, JR.-1738.
1644-JOHN COLEMAN-1715.
1626-RICHARD GARDNER-1688
1598-CHRISTOPHER HUSSEY-1686.
1640-WILLIAM BUNKER-1712.

MANY OF THE DESCENDANTS OF
THESE WORTHY SIRE, HAVE BEEN
DISTINGUISHED FOR THEIR COURAGE AND
ENERGY, AND LEFT A RECORD
FOR OTHERS TO EMULATE.

THE FOREFATHERS' MONUMENT

On the hilltop west of the town, overlooking Maxcey's Pond, is a commemorative stone monument set up in 1881 as a memorial to the first settlers of Nantucket.



THE ABIAH FOLGER FRANKLIN MEMORIAL FOUNTAIN WAS DEDICATED FIFTY YEARS AGO

Exercises were held at the Methodist Church, on Labor Day, September 3, 1900, with Rollin M. Allen presiding. The tablet was presented by Sara Winthrop Smith, Regent of the local Abiah Folger Franklin Chapter, D. A. R., and Allen Coffin made the address on "Peter Folger," father of Abiah and grandfather of Benj. Franklin.

Special to The Standard-Times 1959
NANTUCKET, Aug. 15—The Folger-Franklin Seat and Memorial Boulder will be dedicated here Saturday. It stands upon the land of Peter Folger's original grant and is owned and will be maintained by the Nantucket Historical Association.

The man responsible for the memorial is Dr. William E. Gardner, island historian and author. Who are the men whom the memorial remembers? Everyone knows who Benjamin Franklin is. But Peter Folger is less known. This story about him has been told by W. Ripley Nelson of the Nantucket Historical Association.

Born in England

Folger, born in 1617 in England, came to America in 1635 with his father from Norfolk, England. They settled in Dedham, then in Watertown and then in 1642 he went to the new Martha's Vineyard colony in Edgartown to be the "right hand man" of Thomas Mayhew. His duties there led him to Nantucket where he also won the confidence of the Indians.

By 1644 he had saved up £20 and bought the indenture of Mary Morrill, whom he had met on the boat coming here. They were married and established their home on the Vineyard.

In 1658, things began happening. Members of Tristram Coffin's new settlement in the Merimac Valley decided to buy Nantucket from Mayhew and establish an island colony. Folger became the "middle man" in the negotiations.

The Coffin group wanted no trouble with the Indians and it was up to Folger, who had spent 10 years working with the Indians, had many "pow wows" with the chiefs, convincing them that the coming of the white man would be a blessing. Finally he secured a deed with them for the "neck" of land which extends into Hummock Pond.

On July 2, the deed for the sale of Nantucket by Mayhew was signed. On May 10, 1660, the company then purchased initial Indian rights to about a quarter of the island. Folger was first witness. Nine months later, the company bought the west half of the island from the Indians. Other deeds followed with Folger always a witness.

Island Surveyed

The Coffin group spent two years surveying the island with Folger an indispensable member of the committee. His home, however, was still on the Vineyard and Mayhew resented the fact that he spent all his time on Nantucket. A charge of being "too liberal"

in religious thinking was lodged against Folger and in 1662 he moved his family to Rhode Island. He wasn't happy there and on July 4, 1663 he was offered a half share if he would settle on Nantucket. He accepted happily.

Before he had even settled his family there, he heard that the Indian chief, King Philip, was coming from the mainland to arrest Chief Assamoogh, the first Indian baptized who was serving faithfully as one of the "praying Indian ministers." It was a ticklish situation for Folger. There must be no affront to the Indian religious conventions; the goodwill of the island Indians for the settlers must be retained; King Philip must be calmed down.

Even while the island Indians were in warpaint and King Philip's braves were looking for Assamoogh, Folger initiated a meeting with Indians from both sides. A payment of ransom was suggested and a bloody war averted. The day ended happily and Folger's reputation was enhanced on the island. He became the miller of the island as well as surveyor. In 1668 he was made clerk of the court.

In 1667 Folger induced Richard Gardner, trained as a seaman, to come to the island with his wife. Six years later Gardner's brother, Captain John Gardner, and his family from Salem also came to Nantucket, where the captain set up a fishing trade.

Five months after he came to the island he was named a selectman.

Conflict Began

With three such able men as Folger and the two Gardners as friends, a conflict of power with Coffin and his faction began. The trio favored religious and political freedom and the development of industry as the first essentials for the settlement while the other group favored "an English manor in America" for Nantucket.

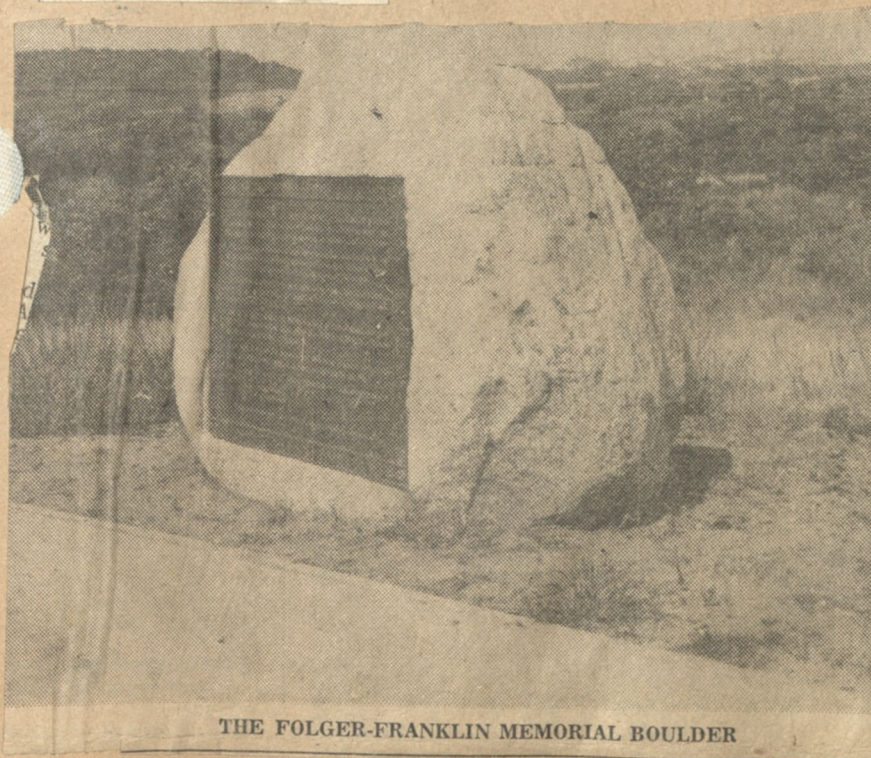
Royalty had been restored in England and delegations from Nantucket called upon the Crown authorities in New York. Folger and John Gardner, who went to New York, made favorable impressions.

The climax of the fight came in August 1677, when it was claimed that the Coffin faction had illegally taken over control of the town. John Gardner was fined and disfranchised. Folger was imprisoned because he refused to give up the records as clerk of the court to the magistrates appointed by Coffin. These facts were sent to the governor of New York who suspended the complaint against Folger and the proceedings against Gardner.

From then on to his death in 1690 Folger continued to work for the development of Nantucket.

Folger has one more claim to fame.

On Aug. 15, 1667, Abiah, his ninth child and the only one to be born on Nantucket, arrived. She became the second wife of Josiah Franklin of Boston and mother of Benjamin Franklin.



THE FOLGER-FRANKLIN MEMORIAL BOULDER



"Altar Rock" Surmounts "Sauls Hills".

Henry Carlisle Dead at 77; Was Eighth Generation Coffin

Henry Coffin Carlisle, 77, of San Francisco, Calif., and a prominent Nantucket summer resident, died suddenly at his West Coast home last week.

Mr. Carlisle, a retired mining engineer, was born in East Orange, N. J., July 31, 1886, and was an eighth generation direct descendant of Tristram Coffin, one of the original settlers of Nantucket.

He was the grandson of Henry Coffin, who built the brick house at 75 Main Street, which was owned and occupied by Mr. Carlisle as his Island summer residence. The house is one of only two of Nantucket's old brick mansions still owned by a direct descendant of the original owner, it having been continuously in the family for 131 years.

Following graduation from Yale in 1908, and then from Columbia School of Mines two years later, Mr. Carlisle entered the mining industry as an engineer working in Arizona, Nevada, Bolivia, Chile, and Nicaragua.

41 Years With One Firm

In 1916 he became manager of the rich Mandy copper mine in northern Manitoba, and three years later became manager of the Nevada Wonder Mine and followed this with an appointment as consulting engineer for Tonopah Mining Company, Nevada, in charge of exploration, a firm he was with for 41 years.

In 1926, Mr. Carlisle engaged in general practice as a consulting mining engineer with offices in San Francisco, examining and advising the operations of many companies. He was with the War Production Board and Metals Reserve Company in Washington during World War II and retired from active business in 1958.

He was married to the former Mary Gorgas in 1925 in Mare Island Navy Yard in California.

In addition to his widow, he is survived by two sons, Henry C. Carlisle, Jr., and Miles G. Carlisle, and two grandchildren.

His body was cremated and his ashes will be brought to Nantucket later in the year.

Mr. Carlisle's special interests on Nantucket, aside from his home, were the Nantucket Atheneum Library and the Whaling Museum of the Historical Association. As Trustee and a proprietor of the Atheneum he followed in the footsteps of his grandfather, Henry Coffin, who, with his brother Charles G. Coffin, helped found the Atheneum and to rebuild it after the catastrophic fire of 1846. His donations to the library include the new bookcases recently installed during the enlargement and restoration of the library space.

An Outstanding Exhibit

At the Whaling Museum he served as a member of the Museum Advisory Committee. Through his suggestions, planning, and generosity he was responsible for the re-arrangement and better presentation and labelling of numerous exhibits and for the installation of new ones. Of the latter, one was the outstanding exhibit of old world-wide charts used by whalers and merchant mariners bearing many interesting masters' recordings of voyages.

Among the organizations of which he was a member are Mining and Metallurgical Society of America; American Institute of Mining, Metallurgical and Petroleum Engineers; Mining Club of New York; Yale Club of New York City; Engineers Club of San Francisco; California Historical Society; Society of California Pioneers; Nantucket Atheneum, Nantucket Historical Association, Nantucket Yacht Club, and the Wharf Rat Club of Nantucket. *Apr. 1964*

Tablet Dedicated Over Heart of Dr. Charles F. Winslow.

One of the most unusual ceremonies to take place on Nantucket in a number of years occurred at the Newtown (South) Cemetery on Monday afternoon.

Edward Rowe Snow, noted author of books on New England subjects, together with a group of members of the Massachusetts Historical League, came to Nantucket for the memorial services over the spot where the heart of Charles Frederick Winslow, M. D., is buried in the grave of his father and mother.

A tablet was placed and dedicated over the grave of Mr. and Mrs. Benjamin Winslow, where the heart of Dr. Winslow was interred seventy years ago.

Present were members of the Winslow family name from Nantucket, Boston, Winthrop, Ipswich, Brookline, Cambridge, and from Philadelphia and Dallas, Texas.

Dr. Charles F. Winslow was born in Nantucket in 1811, and sailed the seven seas on scientific expeditions. He died suddenly in Salt Lake City, Utah Territory, in 1877, and his will stipulated that his ashes be placed beside the body of his wife, the former Lydia Coffin Jones, of Nantucket, in Mt. Auburn Cemetery, Cambridge, and that his heart be returned to Nantucket and be buried without ceremony, at midnight, in the grave of his parents. This was done, and the interment of the heart was carried out by Capt. Rule and Daniel Russell.

Mr. Snow, who conducted the memorial services at the cemetery, read a telegram of greeting from Arthur Castle Winslow, only living grandson of Dr. Winslow, now residing in San Francisco. Mr. Winslow was for many years in charge of Dr. Winslow's property acquired in the 1850's, when he and other islanders shipped lumber for the '49ers of the Gold Rush days.

Mrs. James C. Oehler, great-granddaughter of Dr. Winslow, who came all the way from Texas for the occasion, gave an outline of Dr. Winslow's amazing career from the time that he was educated at Harvard by the whaling interests to the time when he left the curious will which has attracted nationwide attention at least twice since his death.

While Dr. Winslow had many interests besides medicine, notably politics, foreign trade and the temperance cause, his high consuming passion was scientific research in connection with volcanoes and earthquakes. After traveling to Mexico and the islands of the South Pacific, collecting scientific data, he published his findings in several books.

In 1858, he wrote to Michael Faraday, the great English scientist:

"Our mental prisms may be clear enough one of these days to dissolve the great secret of nature now hidden in the action and reaction of matter and force. At any rate it is by the study of *Atoms* alone that progress can be made."

It is noteworthy that Faraday, whose important theories had not yet been accepted, encouraged the obscure Nantucket physician, by writing:

"I doubt whether any scientists are as yet favorable to such views as ours. If the views be truth it will require time for them to make their view. Still they are announced and I am persuaded will progress, though probably not much in the present generation."

Dr. Will Gardner, following the presentation of the marker by the League's President, Francis Haskell, dedicated it and led the group in prayer. Dr. Gardner is the noted historian of Nantucket and author of the recent historical study, "Three Bricks and Three Brothers." Closing the service, Mrs. Alice Rowe Snow, who rounded the Horn twice in a sailing vessel, played two familiar hymns on the zither.

The inscription on the tablet reads: "The heart of Dr. Charles F. Winslow lies buried here."

Attending the services, in addition to League members, and interested summer visitors to Nantucket, were Winslow descendants of Benjamin Winslow, father of Dr. Winslow. Of the direct descendants of the physician, four attended: Robert Shippen Irving, and his son Robert W. Irving, and daughter Kathleen Winslow Irving, and Mrs. Oehler.

Among the Nantucket Winslows on hand were: Mrs. Isabel (Winslow) Riddell, Miss Mabel Winslow, Miss Maud Winslow, Mrs. Bessie (Winslow) Cartwright, Mrs. Addison T. Winslow, Miss Helen Winslow.

Contributors to the tablet or attending the services were: Louise Bancroft, Alice Snow, Adelina Jones, Elizabeth Fleming, Arthur Noyes, C. A. Hall, Josephine Holt, Mrs. J. C. Oehler, Josephine Hope, Mr. and Mrs. R. S. Irving, Robert W. Irving, Connie Leonidas, Daphne Karos, Kathleen Winslow Irving, John Light, Rose Fitch, Ray Lanham, Alice MacDonald, Mr. and Mrs. Charles T. Corey, Catherine M. MacDonald, S. A. Clark, A. E. Pratt, Margaret Simpson, Isabella Fleming, Mr. and Mrs. Edward Rowe Snow, Mr. and Mrs. Carroll Hills, Alicia Hills, Carroll Hills, Francis F. Haskell, Ashford V. Haskins, Arthur C. Winslow, Corisande Winslow, Catherine Griffin.

1945. Oct. 13

Dedication of "Macy Memorial" at the Whaling Museum.

On Sunday morning, October 6, at 10 o'clock, the Memorial to the late William F. Macy, President of the Nantucket Historical Association from 1923 to 1935, was dedicated with appropriate exercises at the Whaling Museum.

The Memorial, in the form of a ship's stern-board, was prepared by a famous New York wood-carver, Geoffrey Wiggins, and was presented by Bassett Jones, a Vice-President of the Association. Upon being introduced to the assembly by Edouard Stackpole, Mr. Jones gave a short account of his part in the presentation.

"My idea of an appropriate memorial to Will Macy—a teak-wood ship's board—has met with the approval of all with whom I have talked regarding it. It is fitting, both to Will Macy and to this Museum which owes its existence to his energy and planning, that we place this Memorial in this building in his honor."

The speaker for the occasion—William H. Tripp, Curator of the New Bedford Whaling Museum—was then introduced. He spoke, in part, as follows:

"Ten years ago, on August 27th, 1935, a leading light on Nantucket was extinguished in the passing of William F. Macy, President of the Nantucket Historical Association. He was a direct descendant in the 8th generation from Thomas Macy, the first white settler on the Island. Mr. Macy was 68 years old, a native of Nantucket and the son of the late William H. Macy.

"William F. Macy was one of Nantucket's historians, and after his retirement from active business his one object in life was the growth and advancement of the Nantucket Historical Association.

"During his life Mr. Macy was a frequent contributor to the columns of *The Inquirer* and *Mirror*, using the pen name of "Yorik." He wrote many historical articles, and in collaboration with the late Roland B. Hussey, he issued the 'Nantucket Scrap Basket.' In 1928, Mr. Macy wrote 'The Story of Old Nantucket,' which was published by Houghton Mifflin Co.

"During the winter months he was called upon to give historical lectures in various parts of the country. One of his popular informal talks about this quaint old Island Town, which has been called the best-known place of its size in America, was entitled 'The Whalers and Quakers of Old Nantucket.'

"Possessed of a retentive memory, he was always a pleasing entertainer before historical gatherings, church groups, men's clubs, and similar organizations. He never missed an opportunity to let Nantucket's fame be known, especially in connection with the departed whaling industry. At one of his lectures, held at Newport News, Va., in 1934, he spoke before some five hundred interested listeners.

"The first mention of the Nantucket Whaling Museum in the Annual Proceedings is at the 32nd annual meeting of the Association, held July 21st, 1926.

"President Macy told the members of the wonderful collection of whaling implements, pictures, and curios in the possession of Mr. Edward F. Sanderson, of the organization of the Nantucket Whaling Museum, and of the proposal of Mr. Sanderson and his associates to make our Historical Association the ultimate custodian of the collection.

"At the 1927 Annual Meeting, President Macy said:

"I want to pay tribute to Mr. Sanderson for his patience and forbearance in waiting two years and a half for us to take up the 1-year option, and for the generous terms he has made us on the final purchase. But, we still need more money. Repairs and alterations are needed and installing exhibits will involve considerable expense. We must continue our appeal."

"Perhaps the happiest, or certainly one of the happiest days in the life of William F. Macy was on July 24th, 1930, when the Nantucket Whaling Museum was officially dedicated. Many of you were here on that happy occasion. I well recall it.

Dedication of "Macy Memorial" at the Whaling Museum.

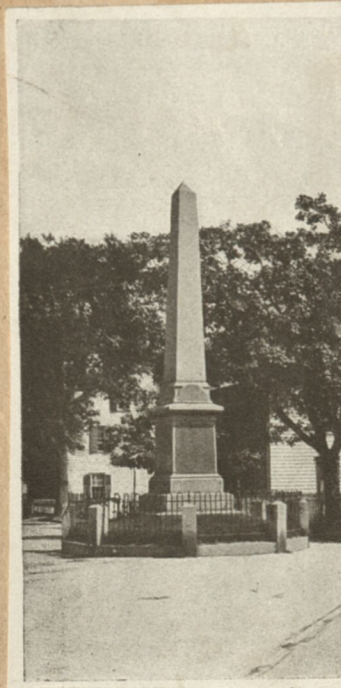
"Through the tireless efforts and ceaseless energy of William F. Macy, the Nantucket Whaling Museum became a reality, and in this institution alone he created a memorial to his life's work.

"One of Mr. Macy's favorite poems was called 'In Remembrance.' The poem was written by a Nantucket man, Arthur Macy. The last verse I feel particularly fitting to William F. Macy:

'Again a parting sail we see;
Another boat has left the shore.
A kinder soul on board has she,
Than ever left the land before;
And as her outward course she bends,
Sit closer, friends!'"

With the last words of the poem, two lines were pulled and the canvas sail-cover fell away from the teak-wood plaque, with the carved letters revealing "William F. Macy—1867-1935."

Several anecdotes concerning Mr. Macy's life and work were recounted by Mr. Jones and Mr. Tripp, and Charles A. Selden told one of Mr. Macy's favorite stories concerning his genealogical research in England, a number of years ago, when a British Macy of ancient appearance told Mr. Macy that he derived his name from "some Macys who had been shipwrecked on the coast of Cornwall—on a voyage from the island of Nantucket."



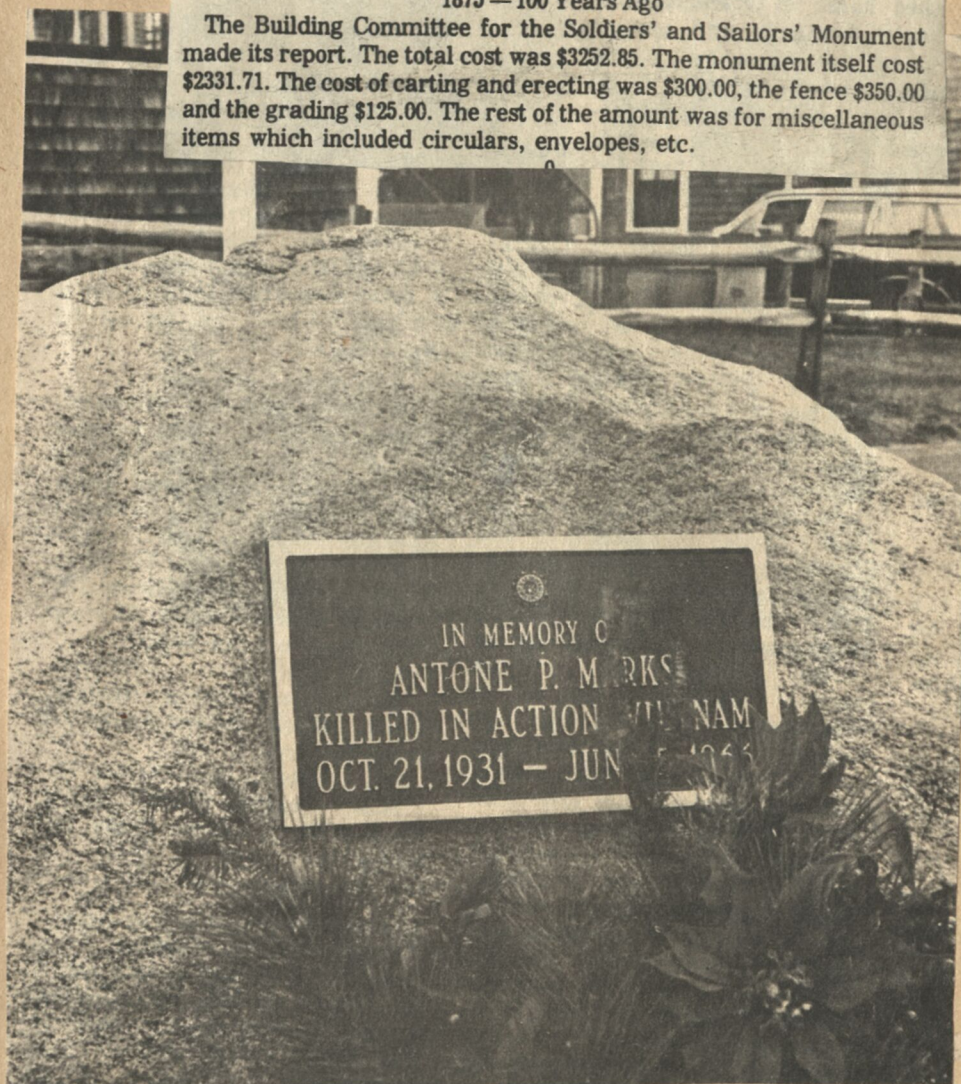
Soldiers' and Sailors' Monument

Main Street to MONUMENT SQUARE.

With the money raised by local subscription the monument was erected in memory of the 74 fellow-townsmen who GAVE UP THEIR LIVES IN BATTLE during the Civil War. Nantucket gained the distinction of "BANNER TOWN" OF THE COMMONWEALTH, by sending into the army and navy three hundred and thirty-nine men, fifty-six more than her quota.

1875 — 100 Years Ago

The Building Committee for the Soldiers' and Sailors' Monument made its report. The total cost was \$3252.85. The monument itself cost \$2331.71. The cost of carting and erecting was \$300.00, the fence \$350.00 and the grading \$125.00. The rest of the amount was for miscellaneous items which included circulars, envelopes, etc.



A memorial stone and plaque was dedicated in memory of Technical Sergeant Antonio P. Marks at an impressive ceremony held Monday morning at the junction of Prospect, South Prospect and West York Streets.

The program opened with an invocation by Rev. Edward Sharpe of St. Mary, Our Lady of the Isle Church, of which Sgt. Marks was a communicant. This was followed with the playing of the Marine Hymn by the School Band and a welcome by Manuel Machado of the VFW Post that had charge of the ceremony.

Representative Desrocher was the speaker of the occasion and with well

chosen words eulogized Sgt. Marks and told of his personal memory of him as a youth attending school. He said the memorial stone and plaque would remind all of the sacrifice Sgt. Marks had made for his country.

At the conclusion of the brief speech, the memorial was unveiled by Lionel Starr, PC, and Arnold W. Paterson of the VFW Post and the Flag was raised from half staff to full staff. The Navy rifle squad fired three volleys and taps was played. Because of the effect of the cold on the instruments, the National Anthem was sung by the assembly instead of being played by the Band. The ceremony closed with a benediction by Rev. Sharpe.

Historic Fountain Careened By Off-Island Truck



The 82 year old horse watering fountain, that stands in the middle of lower Main Street Square was dealt a hard blow by a truck Tuesday night that knocked it off its base and canted it at a 45 degree angle. An off-Island truck driver, who brought his truck over on the night boat, being unfamiliar with the town had turned into Main from South Water Street and ran into the unlighted fountain.

A request from Michael Driscoll, superintendent of the Town Department of Public Works, for permission to have the fountain rewired, so that the light on its top can be lit at night, brought forth a discussion on the fountain itself at the meeting of the Board of Selectmen last night.

Secretary James K. Glidden said he felt the fountain should remain in its present location and that as a safety factor the light on top should be repaired so that it can be lighted every night and in addition that a spotlight should be placed on a pole and focused on the fountain. "Main Street wouldn't look right without the fountain in the lower square. I think it should be kept where it has been for years," Secretary Glidden said.

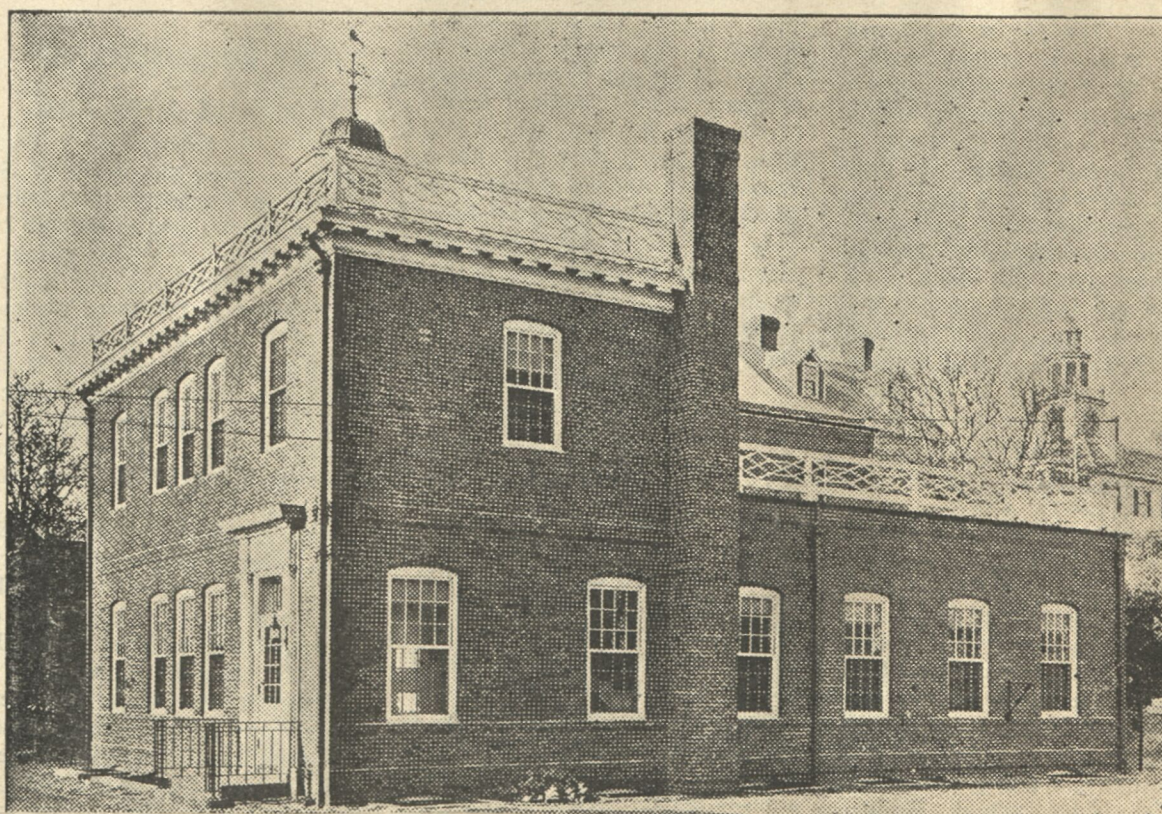
The Board agreed to have the fountain taken to the D.P.W. building to be painted and repaired and that they would make their decision as to where it will be located before next spring.

The fountain was originally erected in 1885 on Main Street about opposite William Coffin's shop. The Selectmen said at one time it was located down the street away before it was finally set in the lower square. A plaque denoting that the lower square is named for Lt. Max Wagner, a Spanish-American War veteran, hangs on the fountain post. The Selectmen are in accord that it should be preserved as an old island relic of the past but its location should be given deep thought because of the increasing Main Street traffic load.

The fountain was made in Pawtucket, Mass., and Henry F. Jenks, of that city came to Nantucket in November, 1885, to complete the arrangements for the delivery of the "drinking fountain," as it was originally called. The cast iron fountain weighs one ton, and was placed on a stone foundation. The description of the fountain contained the phrase: "The apparatus is made entirely of iron and very strong, so that it may not be damaged by blows from heavy vehicles."



The old Town Building is being restored by the Nantucket Historical Trust who have presented it to the Historical Association.



Telephone Building Being Shortened a Story

The New England Telephone and Telegraph Company building on Union Street as it looked when it was first constructed about 30 years ago. Work was started this week in remodeling the structure which will see the removal of the second floor and roofing over the first floor.

1964



PART OF THE LARGE AUDIENCE IN THE GREAT HALL WHICH WITNESSED THE FIRST TELEPHONE CONVERSATIONS WITH AMERICA

The First Telephone Call Celebration

On August 29, 1916, a memorable event took place in the Great Hall. This was the first telephone call over the longest submarine cable. Although telephone service had been in operation on the island since 1887, it was entirely local. On this famous night, the Hall was decorated with purple and white bunting and American flags, and every seat in the room was wired and equipped with watch-case receivers. Mr. Philip Spalding, president of the Telephone Company, was present and delivered an "impressive" address.

Then the first message ever made to the island came from the General Manager, William R. Driver, Jr., from the toll test-board in Boston. This was followed by a three-way conversation between Joseph Brock, president of the Pacific Club speaking from the Captains' Room, William F. Macy from his home in West Medford, and the Hon. William Crapo from his home in New Bedford.

Following this conversation the group heard our national anthem over the wire from Boston, and they spontaneously sang. This was a memorable day for Nantucket. Later there was a general demonstration of the toll lines, and many messages were sent to friends in Massachusetts. It is interesting to note some comparisons in toll calls then and now.

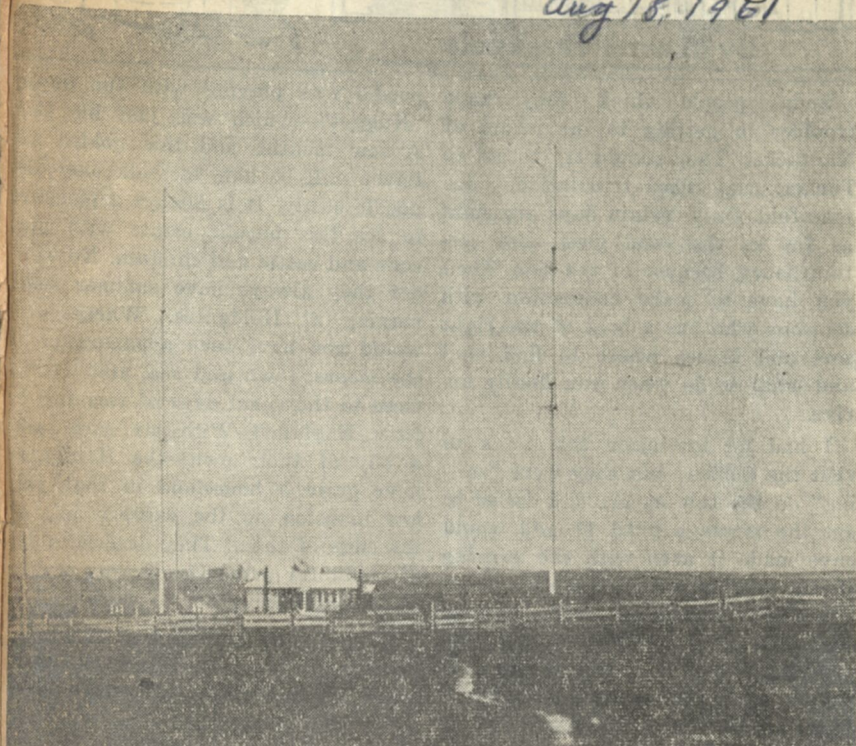
	1916	1957
To Philadelphia	2.25	.95
To New York	1.80	.80
To Washington	2.95	1.15
To Boston	.95	.60
To Providence	.95	.50

LECTURE
—ON—
ELECTRICITY
AND THE
TELEPHONE,
Athenaeum Hall,
Thursday Evening, July 11th, 1878,
—BY—
MR. GEORGE H. CARY.

A PRACTICAL illustration of the lecture will be given by a telephone line, which will be run from the stage to a point on the square. All present will be given free opportunity to use the instrument. Admission, 15 cents.

First Commercial Wireless Message Received at 'Sconset 60 Years Ago

Aug 18, 1961



What the wireless means in the annals of history will always be of interest to the world, but for Nantucket, Marconi's wireless telegraphy system will always be something special.

It was exactly 60 years and two days ago that the first commercial message this side of the Atlantic was sent to the Marconi Wireless station in Siasconset. The historic structure no longer remains. Arthur Egan's house stands on the approximate site. Except for a couple of other small houses, the rest of the land has run wild, with bushes, etc. But what does stand is the memory of what happened.

The first paid commercial message was received from the Lucania, 72 miles from the Nantucket Light Ship whose operator, a Mr John Tierney, sent it on to 'Sconset. I believe the operator at 'Sconset was named (Martin ??) but am not sure. The 'Sconset operator sent it to Mr. Mooney at Nantucket who was the Western Union operator (I am sure of this) who in turn sent it to Mr. John Mitchell who was the W. U. operator for the N.Y. Herald.

The Marconi people who published their book (Wireless at Sea in 1951) make no mention of this message.

Every incident that I have mentioned did take place and I had heard so many stories about the first message that I, having been there and having read it in the N.Y. Herald years ago and then finding Mr. Mooney still alive as you can see by his letter, I thought once and for all you should know.

I lived with Sidney and Mary V. Folger. On their east lot where it bordered on the land of Uncle Sam Pitman where the station was located, Sidney B. had a lot of hen houses that I had to close up the last thing at night. I would then walk a few feet up to the Wireless Station

and spend a little visit as they were a fine bunch of fellows and there was always a chance to earn a nickle or a dime to deliver a message.

Andrew J. Fish

Mr. Andrew J. Fish,
Dear Sir-

If you write anything about that first wireless message please emphasize the fact it was the "First commercial wireless message received from a passenger ship at sea on this side of the Atlantic Ocean."



The First Marconi Wireless Station at 'Sconset

April 1973 Cablevision on Nantucket became reality at ceremony on Monday

Cablevision on Nantucket was activated Monday afternoon before a large gathering at the Mad Hatter. Robert G. Haley, chairman of the Board of Selectmen, threw the switch at approximately 5 p.m. which signaled the engineers that it was time to connect the final wires that would make cablevision on Nantucket a reality. The crowd, gathered in front of a number of television sets for the first viewing, expressed delight at the reception from cablevision, which was clear, sharp and without a trace of snow. Those sets connected to rooftop antennas varied from poor to fair reception. Prior to the activation Gene Bartlett, president of the Nantucket Cablevision, thanked those present for their support and help in bringing cablevision to Nantucket. He said that for the present only the north side of Main Street would be activated. He said the installation has not been completed. There are still adjustments to be made and some auxiliary antennas to be installed on the tower.

Mr. Bartlett further explained the aims of Nantucket Cablevision as far as the local channel is concerned. He said that as time goes on, the Corporation will be showing local broadcasts. The initial programming will include the weather with music background. Films of the streets of Nantucket and some of the local residents were shown Monday night.

Daniel Pioli, district sales manager, and Gerald Aldridge, project supervisor, both of Scientific - Atlantia, Inc., the company making the installation were introduced by Mr. Bartlett. Mr. Pioli expressed his regret that due to weather the officials of Scientific - Atlantia were unable to be present for the event. They had flown from Atlanta, Georgia to Hyannis but fog had grounded all air traffic to the island.

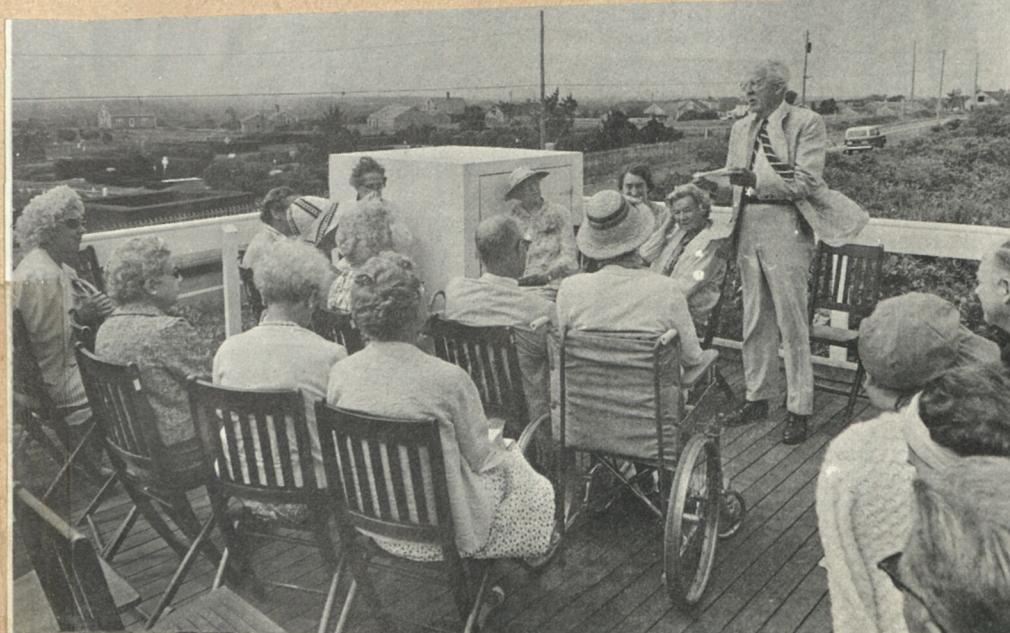
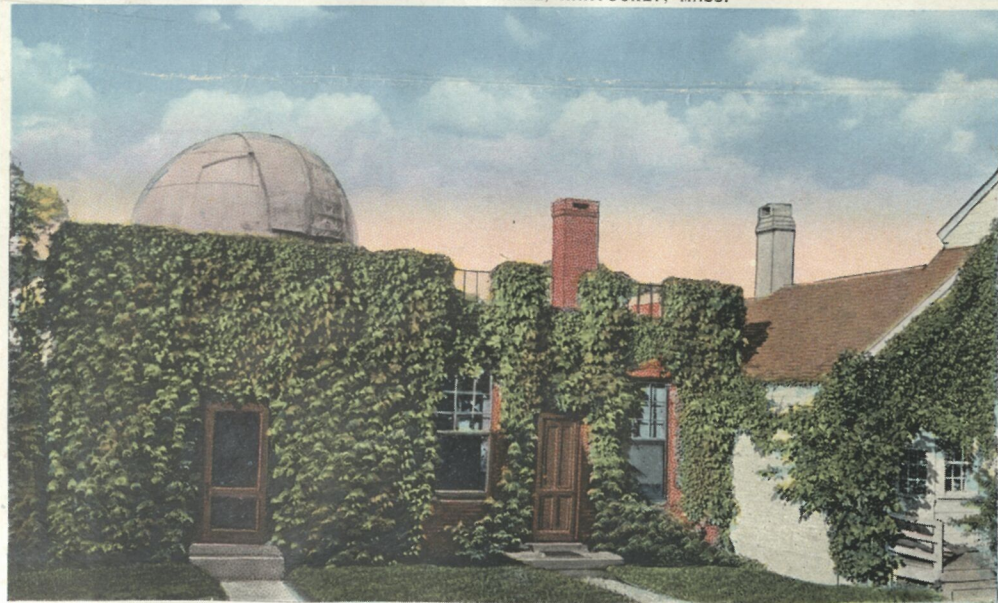
The throwing of the switch Monday actually activated the tower located at the Sanitary Landfill of Madaket Road and the wire on the north side of Main Street. Tuesday the engineers began the process of making connections in the homes of individuals who have subscribed to cablevision. A spokesman for the Corporation said these connections will be made just as rapidly as possible.

Through the courtesy of Rev. and Mrs. Fred Bennett, Nantucketers can compare cablevision reception versus roof top antenna reception at the Hub where two sets have been installed.



KITCHEN IN THE MARIA MITCHELL home, will be opened to the public, during the 300th anniversary celebration; it looks just as it did when America's first woman astronomer lived here as a child. Mrs. Alice Payne Amey, a direct descendant of Maria Mitchell, is shown at the pump.

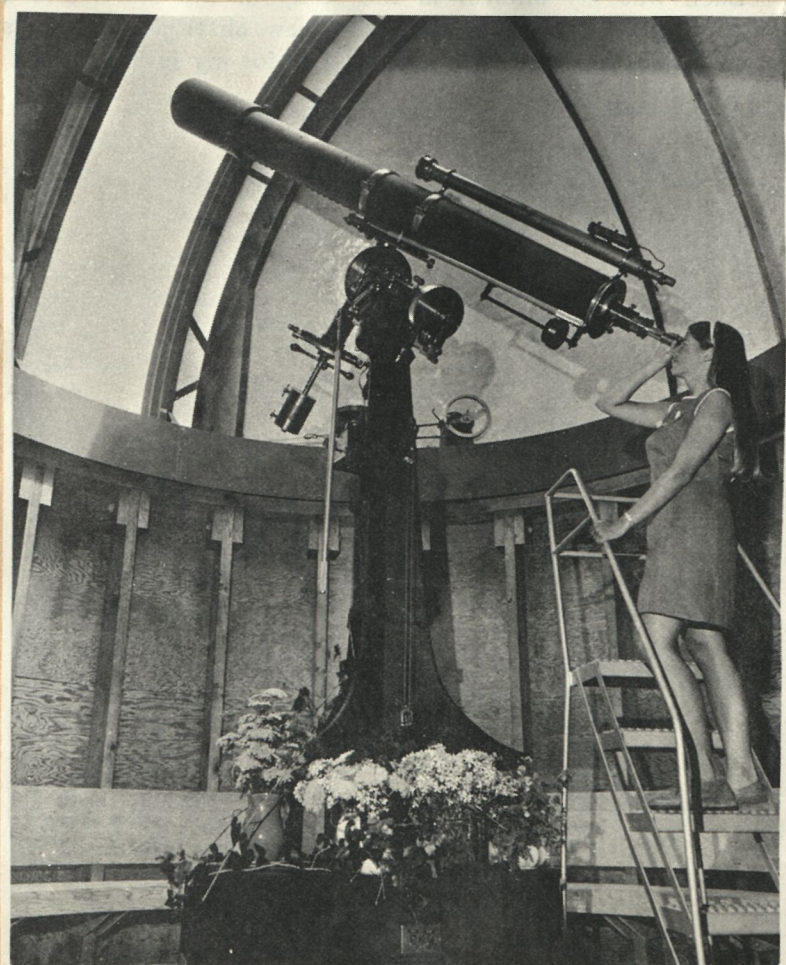
THE OBSERVATORY AT BIRTHPLACE OF MARIA MITCHELL, NANTUCKET, MASS.



Dedication Exercise at Loines Observatory, August 1, 1968. Vice President Tell Berna officiates. Miss Elma Loines, donor of the telescope, seated in front of instrument cube.



William Mitchell — Teacher, Astronomer, Banker — Father of Maria Mitchell and Henry Mitchell



The Loines Telescope, August 1, 1968.



THE CROWD AT THE FLAG RAISING ON COLUMBUS DAY.

The above snap-shot was taken after the parade, when the crowd gathered in front of the Red Men's building on South Water street, for the flag-raising exercises, when the American, English and French flags were hoisted to the top of the staff on the building by three young girls, one of whom (Miss Jean Cartwright) is shown by the camera in the foreground, just pulling the rope which released the banner (note arrow). The Naval Reserves are lined up in front of the reviewing stand, with the Red Men in front of them—all with upturned faces.



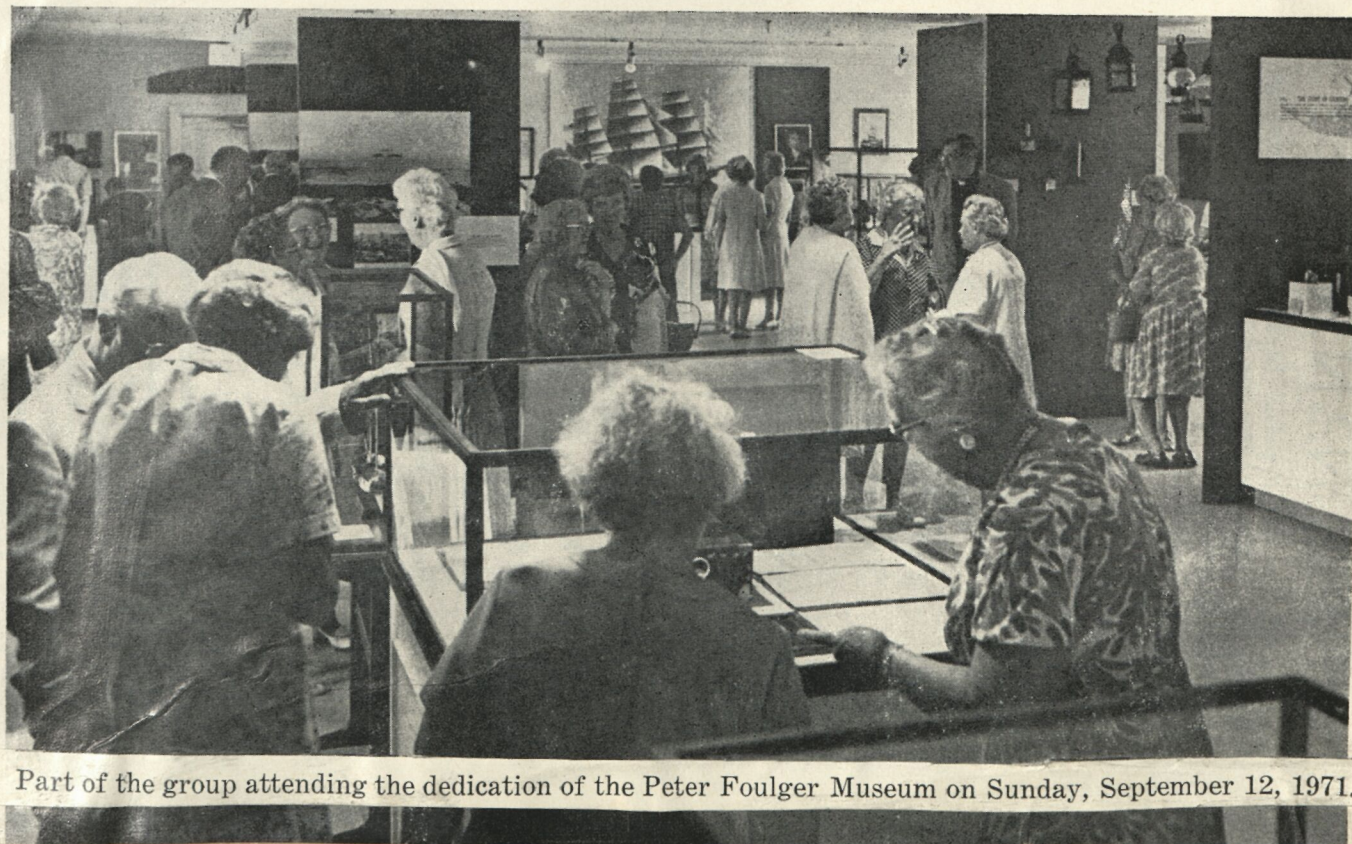
The Memorial Day exercises at Prospect Hill Cemetery Monday morning were attended by several hundred persons of all ages. Charles Flanagan Jr. is at the podium reading General Logan's Order of the Day and in the background are the Navy color guard and the Colors, the Navy firing squad and on the right are members of Explorer Post 95 who made an excellent appearance with their white helmets, red jackets and green trousers. The flowers have been placed on the Grave of the Unknown Soldier by the American Legion and V.F.W. members and Auxiliaries.

Foulger Museum Dedicated in Impressive Ceremony

Promptly at two o'clock Sunday afternoon, September 12, 1971, Henry B. Coleman, president of the Nantucket Historical Association, welcomed approximately 200 members and friends of the Association to the dedication ceremony of the Peter Foulger Museum at the corner of North Water and Broad Streets. Mr. Coleman asked for a showing of the Folger family members in attendance, and there were about twenty members present. Reverend Father Babbitt, of St. Mary's Church, gave the invocation in memory of the late H. Errol Coffin, the Nantucket architect who had designed the building.



George W. Jones describing the background of the Peter Foulger Museum and its progress to dedication on Sunday, September 21, 1971. Henry B. Coleman, President of the Association, stands in the doorway, with Edouard A. Stackpole, the Museum Director, at his right.



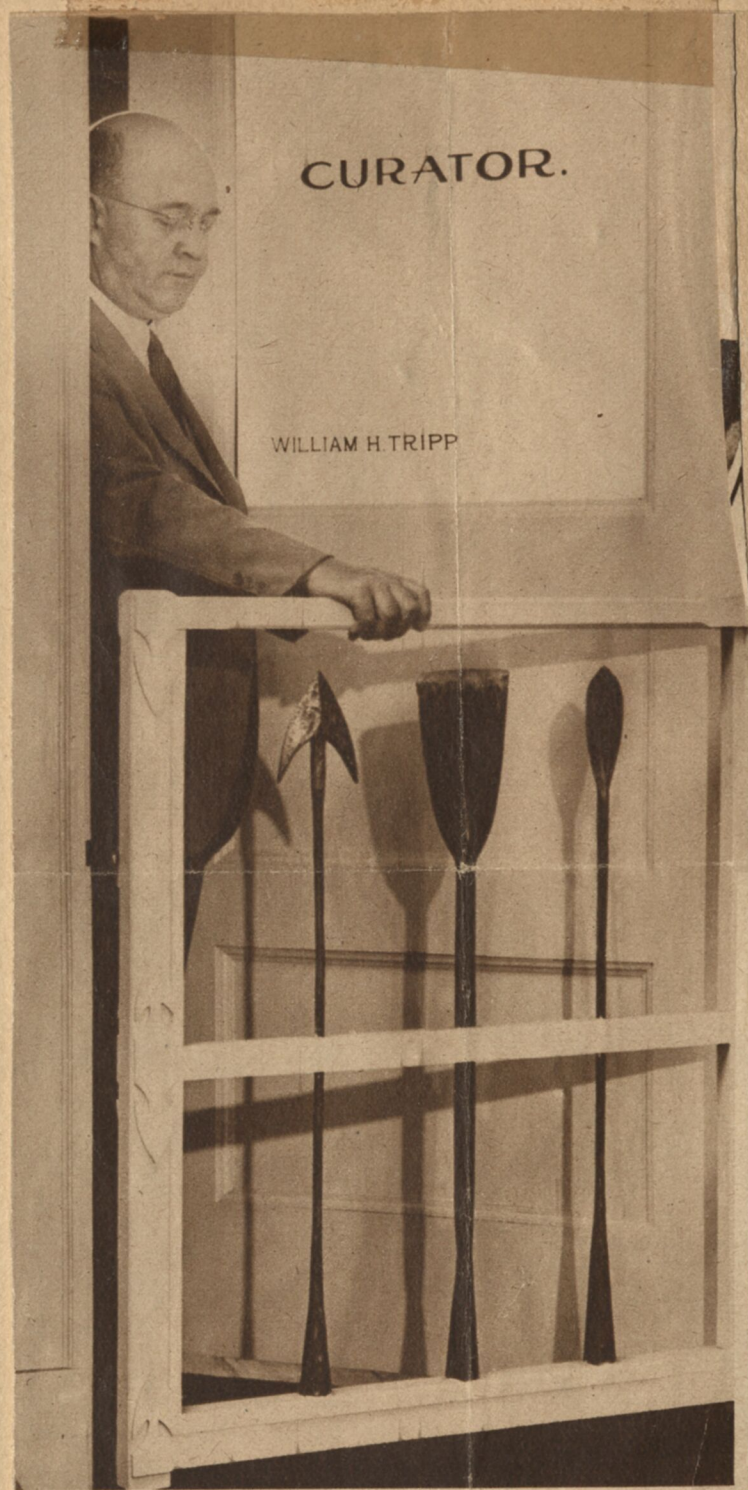
Part of the group attending the dedication of the Peter Foulger Museum on Sunday, September 12, 1971.



William Tripp



Wm. Tripp



A REAL TOUCH is added to the office door of William H. Tripp, curator at Old Dartmouth Historical Society,



Nantucket Life Saving Museum nearing completion

During the past few months a new structure being erected in Shawkemo, just off the Polpis Road, has attracted much attention. It is an exact replica of the old Surfside Life Saving Station, and will be soon nearing completion, to become the "Nantucket Life Saving Museum," and one of the first of its kind in New England. Present planning calls for its opening early next spring, when the exhibits program is sufficiently launched for a dedication and opening to the public.

Less than two years ago, the original idea for the creation of such a Museum on Nantucket was discussed by a small group of Island residents. Meeting at the home of H. H. Kynett, at 118 Main Street, the idea was crystalized with the formation of an organization which was later incorporated as a Massachusetts company known as the "Nantucket Life Saving Museum, Inc." Elected at this time was the following group: President — Robert Caldwell; Treasurer — Mrs. Robert Jones; Clerk — Robert F. Mooney; Board of Directors: Robert Caldwell, Richard E. Deutsch, H. H. Kynett, Robert F. Mooney, Paul C. Morris, Jr., Charles F. Sayle, Edouard A. Stackpole.

The architectural design and plans for the new structure were drawn by Allan Congdon, of Nantucket, and the construction is being accomplished by Andrew Lowell, contractor, and his workmen. The main building is an accurate duplication of the old Surfside Station, the first of such buildings which the U. S. Life Saving Service erected on Nantucket, which was effected in 1874 — only three years after this new government service was established in the nation.

Standing as it does on the slope of land stretching down to "Joe Folger's Creek," the new Museum presents a most attractive picture. It occupies a commanding site, overlooking the salt water creek and marsh, with the harbor waters just beyond, and with glimpses afforded of Quaise, Pocomo and Coatue. From the cupola there is a wide sweep of the surrounding land and water.

Its proximity to the Polpis Road provides an easy access. When it is opened it will be an attraction to the Nantucket historical scene, providing a presentation of one of the most interesting of Island chapters from the last decades of the 19th century to the present day. Due to the type of exhibits and operation, the Museum constitutes a dignified asset to the attractions of the Island, and serves also as a memorial to the Nantucketers who manned the several Life Saving Stations around the Island, which later (in 1915) became incorporated in the U. S. Coast Guard.

Over the past few years a considerable amount of material has been collected by Mr. Caldwell and other members of the Museum, all of which will be placed with the exhibits. While this excellent start in acquiring such relics has been most encouraging, there is still a good deal of similar items needed to complete the exhibits. Of special importance, of course, are materials relating directly to the Nantucket scene, but all articles having to do with the Coast Guard or Life Saving Service will be considered for display.

Plans call for the placement of such outstanding features as a life saving boat or Humane Society boat on the regular beach cart. However, this centerpiece needs authentic gear, and the Museum officials are most anxious to acquire such items as oars, line, etc.

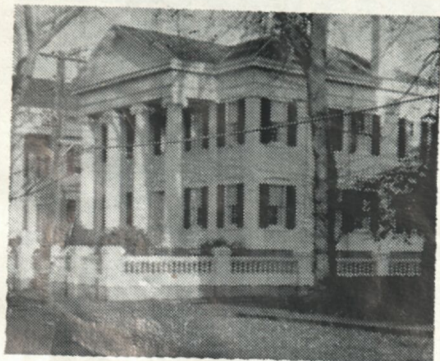
Adjacent to the main structure an addition has been built to house a small Library, where books, manuscripts and documents relating to the Life Saving Service will be available to researchers and interested visitors.

The launching of this new Museum has been made possible through the generous support of the founders. While the newly-formed organization plans to organize quietly its membership campaign, the Directors at present are awaiting the completion of the building and the dedication before proceeding with this part of its development.



Surfside Life Saving Station — Erected 1874. First winter operation — 1874-1875

An Outstanding Gift to the Nantucket Historical Association



The Hadwen-Satler House

"Three Bricks" on the other side of the street.

It was built in 1840 by William Hadwen, one of the sons-in-law of Joseph Starbuck, and is a splendid example of "Greek Revival" or "Neo-Classical" architecture, a type that is becoming increasingly rare in this country. It comes to the Association as the outright gift, with its lovely period furniture except for a few personal items, of Mrs. Jean Satler Williams, widow of the late Winthrop Williams and daughter of the late Mrs. Charles E. Satler, who owned and occupied the house for many years.

The residence at 96 Main Street acquired by the Nantucket Historical Association through the generosity of Mrs. Stacy Knopf (Jean Satler) has been owned by three families.

Hadwen family 1844 to 1864

Barney family 1864 to 1923

Satler family 1923 to 1963

On November 12, 1844, William Hadwen bought from the heirs of Benjamin Cartwright, for \$2,500, the land at the South-East corner of Main Street and Pleasant Street and shortly thereafter built the neo-classic dwelling now to be known as "The Satler Memorial."

William Hadwen, a silversmith, came to Nantucket in 1820 from Newport, Rhode Island, to practise his trade. James Easton, one of Nantucket's most illustrious silversmiths, spent his apprenticeship with William Hadwen.

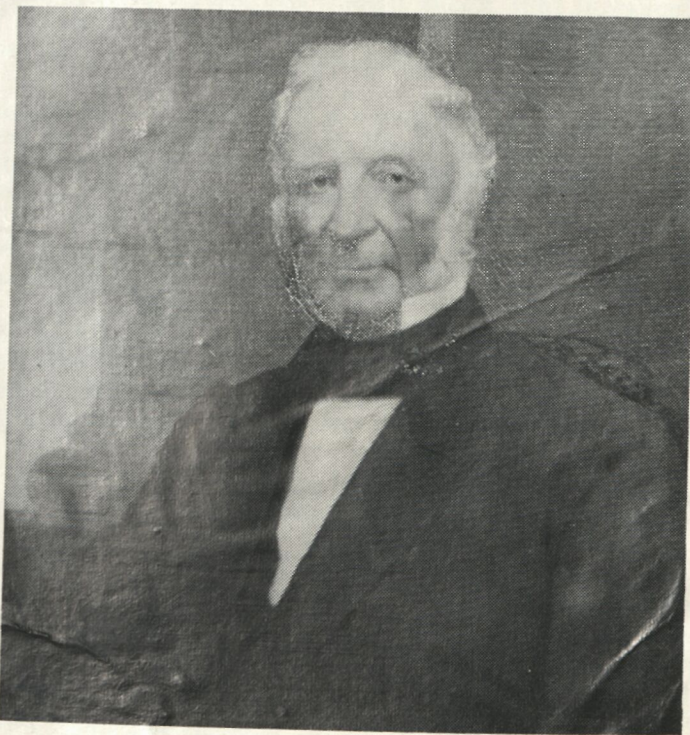


Photo by Bill Haddon

Oil portrait of William Hadwen which hangs in the Satler Memorial.



Photo by Universal Photo Shop

President of the Nantucket Historical Association, Mr. George Jones, and Custodian of the Whaling Museum, Mr. Archibald Cartwright, viewing the Special Exhibit of Whaling paintings and prints sponsored by the Association and loaned by the Nautical Museum of Mass. Institute of Technology. This Exhibit closed Sept. 1, 1961.



The Whale Ship Alexander—1821—Captain George B. Chase



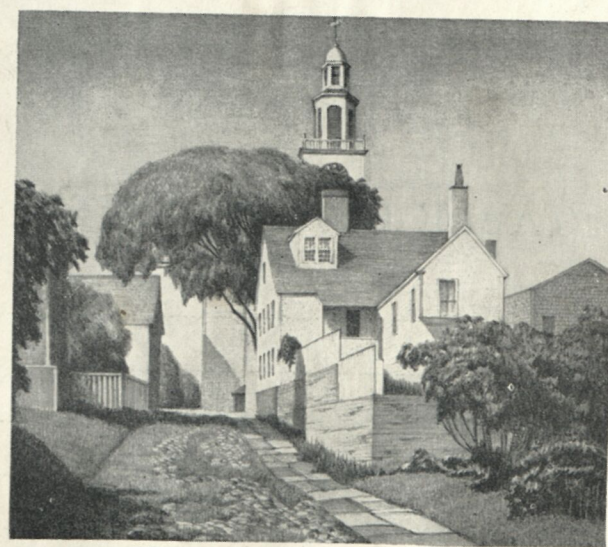
Frederick C. Sanford House, 1847-1964



Centre Street



Main Street Fete



STONE ALLEY, NANTUCKET

From a lithograph by Ruth Haviland Sutton



© Dick Williams

SANKATY LIGHT — 1850

CAPTAIN SAMUEL BUNKER WAS THE FIRST KEEPER OF SANKATY LIGHT



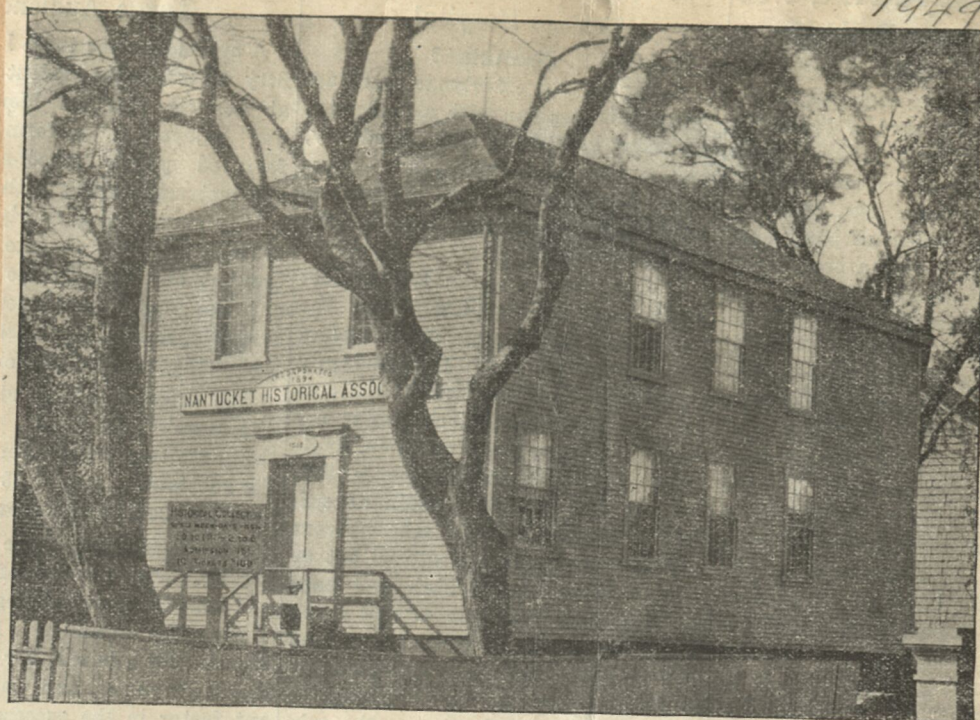
Laying the Corner Stone of the Historical Museum adjoining the Friends Meeting House — 1906.



FAIR STREET MUSEUM

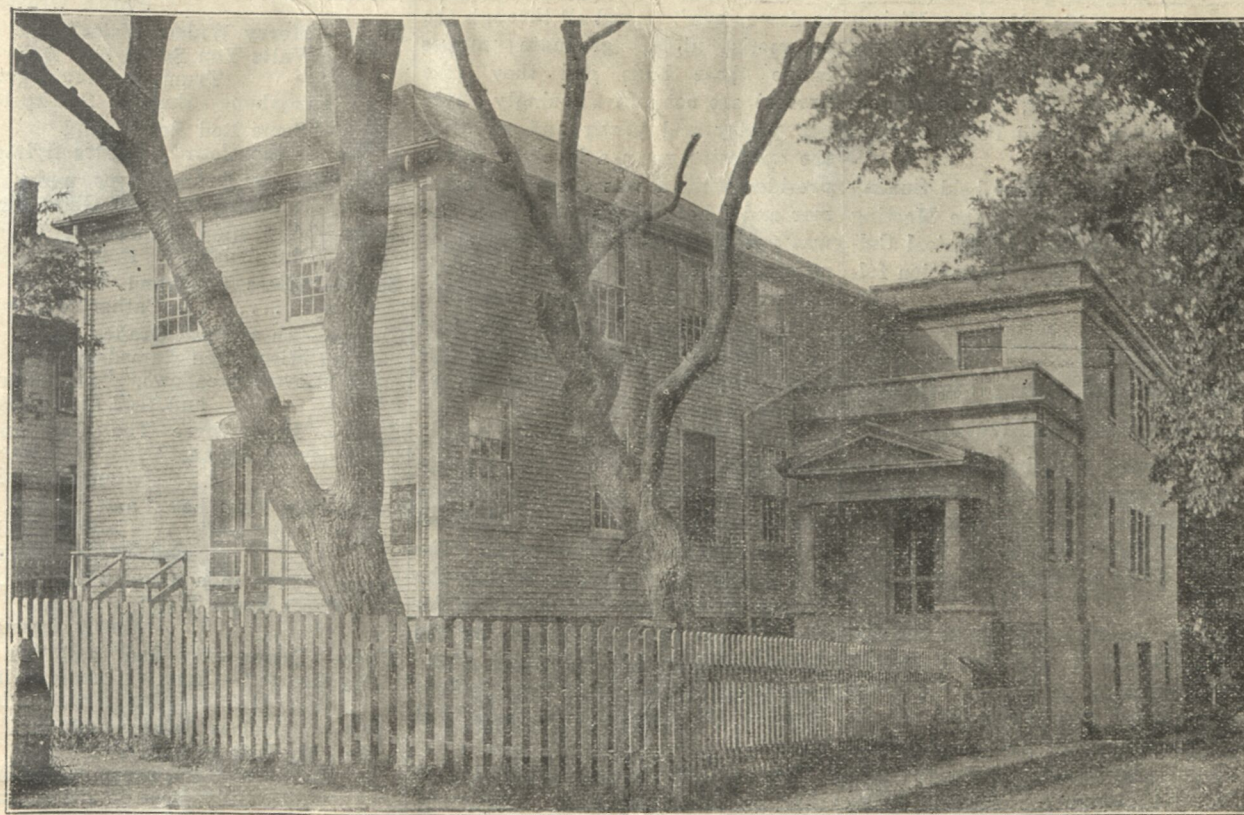
Nantucket Historical Association

NANTUCKET, MASS.



THE OLD QUAKER MEETING HOUSE ON FAIR STREET.

This building was erected in 1838 by James Weeks and originally served as a Friends School. Next south, where the Barrett House now stands (recently purchased by Mr. and Mrs. Cyrus Barnes) stood the large Friends South Meeting House, which was taken down eighty years ago, so that the former schoolhouse became the Meeting House for the dwindling body of Friends. For many years, John Boadle, a remarkable teacher, was the instructor here. Soon after the Nantucket Historical Association was organized in 1894, the building was purchased for \$1,000. Here was assembled the first exhibits of the young society, and the first Council meetings took place in the seats formerly occupied by the ancestors of many of the group. Now, each summer, Friends Meetings are regularly held each First Day in the little Meeting House, which is made available by the Association.



THE PRESENT FAIR STREET MUSEUM AND OLD QUAKER MEETING HOUSE OF THE ASSOCIATION

In July, 1904, the corner stone of a new cement building was laid at the corner of Fair street and Ray's Court, and this structure became the headquarters of the Historical Association. The Friends Meeting House was made a separate exhibit adjoining. Today, the Fair Street Museum contains one of the most interesting collections of historical material indigenous to a locality to be found in New England. It has some times been referred to as Nantucket's "Old Curiosity Shop," with its exhibits of rare china and glass, antique furniture, grandfather clocks, family heirlooms, daguerreotypes, genealogical material, many oil portraits, old coins, Indian arrowheads (both the Shurrocks' and Dunham collections), old pictures and documents, etc., with an ancient fire engine, leigh and box wagon in the basement for good measure. Visitors return to it year after year.

Everett U. Crosby is the Chairman of the Committee for the Museum, assisted by Mrs. Nancy S. Adams, who served as Curator of the Association for many years. The Custodians at Fair Street are Mrs. Alma F. Backus and Mrs. Bessie C. Winslow, who have been at the Museum for the past eighteen years.

Quaker meetings to be held in Old Meeting House 1970

Quaker meetings for worship will again be held this summer in the old Quaker Meeting House on Fair Street. Services will be held each Sunday morning at 10:45 o'clock, beginning on June 14, and continuing each Sunday through the summer until September 13. The meetings will be open to the public.

These meetings will be the so-called "silent" meetings, held in a manner similar to those of the old Nantucket Quakers of last century. Without a minister or a programmed order of service, the group endeavors to be faithful to the leadings of the Holy Spirit.

Although at one time the Friends or Quakers were the dominant religious faith on the island, they declined during the Nineteenth Century because of emigration from the island and internal quarrels. Soon after the last native Quaker died in the 1890's the old meeting house was turned over to the Nantucket Historical Association.

For a number of years, however, many Quakers have returned as summer visitors, and through the kindness of the Historical Association the meeting house has been open for Quaker worship each summer since 1930.

There are also a few Quakers on the island now as year-round residents who meet during the winter in homes.

In a Nantucket Quaker Garden In The Long Ago.

Ah, Martha, dear, I'm quite alone.
Come in; there's no one here but me!
My dear young girl, how thee hast grown!

Thee did not bring thy friend with thee.

Thee sees me training plants and flowers

Again. These take most all the time
That I can spare from daylight's hours.
My roses bloom so fast and climb!

My hollyhocks and sunflowers tall
Are sending out their buds quite high.

And dost thou note how fragrant all
My pinks are, here beside the wall?

Beyond, quite near the kitchen door,
Are poppies soft. 'Tis said they bring

Forgetfulness. And near them o'er
The walk, for hearts that ache in Spring,

Are heartsease sweet. The sun's hot rays

Oft wilt my morning glories, slight;
They close and cower on sunny days.
Here's wealth of marigold so bright.

Far down, quite near the garden's end,
Are tiger lilies all arow.

With restless eyes they sway and bend
O'er balm and mint, that near them grow.

Dear friend, my four-o'clock's remind
Me that 'tis nearly time for tea.
Thee must come in. 'Tis very kind
Of thee to come and visit me.

W. Frederick Brown.
West Tamworth, N. S. W.,
Australia.

Quakers worship in old meeting house

Beginning on this coming Sunday, June 13, the old Friends Meeting House on Fair Street will be open again for Friends Meetings for Worship during the summer. Through the kindness of the Nantucket Historical Association in making it available to Friends the meetings will be continued each Sunday at 10:45 a.m. until September 19. Visitors have always been welcomed.

Friends Meetings for Worship have been held in the old Meeting House each summer since 1939. During the past winter season meetings have also been held in the library of the Maria Mitchell

1970-1971 Association on Vestal Street.

The present old meeting house was built in 1838 originally to house a Friends School, with the meeting house on the lot next to the south. When the Meeting declined markedly in numbers about a hundred years ago because of migrations and disaffections, the large meeting house was sold and the school was converted into the present meeting house. As the Meeting continued to decline and the last member died in 1894, the School House-Meeting House became the property of the newly organized Nantucket Historical Association. During the next forty five years visiting Friends from off-island held only occasional meetings there.

In 1939, however, some of the

summer residents on the island who were Friends gained permission of the Historical Association to hold meetings for worship in the old Meeting House during the months of July and August. These summer meetings have been continued ever since.

For several years a few year-round residents of the island who are members of the Society of Friends (or Quakers) have been holding occasional meetings in homes during the winter time. Last winter they organized themselves as the Nantucket Friends Meeting, with George A. Selleck as clerk, Juliet C. Perkins as assistant clerk and Alice King as treasurer. Since then meetings for worship have been held each Sunday.

Role of Macys, Coffins, Starbucks During First Generation of Nantucket Quakerism

BY ROBERT J. LEACH

1970

IN 1702 MARY (Coffin) Starbuck and her son, Nathaniel, and daughter, Priscilla (Starbuck) Coleman, became Quakers. In 1704 they started a meeting for worship in the Parliament House, residence of Mary Starbuck. By 1708 two dozen adults and three dozen children were considered as Quakers. Eight of the adults applied for a monthly business meeting and early summer general meeting. Six of the eight were connected closely with Mary Starbuck, who first signed the petition. These were Dorcas (Gayor) Starbuck, the first woman's clerk; Priscilla Coleman, like her mother, a minister; Jethro Starbuck, Dorcas' husband; Barnabas Starbuck, his brother, and John Coleman, Priscilla's husband. Once granted and attached to Rhode Island Quarterly Meeting, the first monthly meeting chose Nathaniel Starbuck, Jr., as clerk while meeting in his house, which before 1698 had been the original Starbuck dwelling. Woman Friends only met a month later. Barnabas Starbuck was named treasurer at that time. Nathaniel Starbuck was one of two Friends first named to attend Rhode Island quarterly meeting.

NANTUCKET FRIENDS MEETING (QUAKERS)

Fair Street
Sunday 10:45 a.m., beginning June 13
and continuing each Sunday until September.

1972
Unprogrammed Friends Meeting for
Worship held in the old Friends Meeting
House. Visitors welcome. George A.
Selleck, clerk. For information call 228-
9625 or 228-9677.

Married in Quaker rites

1970

On Sunday, April 18, Abigail King and Donald Cox were united in marriage in the first Quaker ceremony on Nantucket in more than 100 years. The last Quaker Meeting on Nantucket was disbanded in 1867. Since then there has been no organized Meeting on the island, although a group of Friends has met in the Fair Street Meeting House each week during the summer months.

This winter Meetings for Worship have been held each Sunday in the Library of the Maria Mitchell Association and it was there that the ceremony took place, in the presence of thirty-six members, relatives and friends of the couple. As is the custom the young people stood before the Meeting, joined hands, and said their vows to each other, after which everyone present signed the Register, which corresponds to the Marriage Certificate.

After the Meeting, the wedding party, with relatives and several intimate friends, went to the Jared Coffin for a wedding luncheon. Attending were Mrs. Phyllis King, the bride's mother; Christopher and Chitra King, the bride's brother and his wife; Tappan King, another brother; Mrs. Kent King and her son Bryan, the bride's aunt and cousin; Mr. and Mrs. Clarence King, the bride's grandparents, James McPherson, Miss Beth Meachem, Sylvia Wright Mitarachi, aunt of the bride, Paul Mitarachi and their son, John Paul.

The bride's father, Lowell King, died two years ago. The bridegroom's parents, Mr. and Mrs. H. Frank Cox, of Jacksonville, Fla., were unable to attend.

The young couple are making their home on Nantucket for the present.

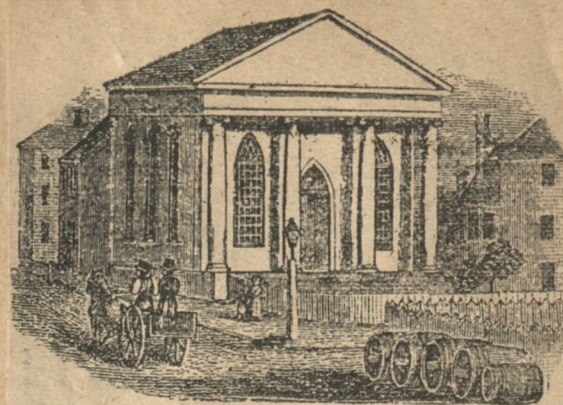


Interior of Friends Meeting House



NANTUCKET'S NEW POST OFFICE AND THE PUBLIC LIBRARY

Photo by Pivrotto.



THE FIRST ATHENEUM (before the Fire of 1846)

Feb. 1-1847



THE NANTUCKET ATHENEUM LIBRARY



Lower Main St.

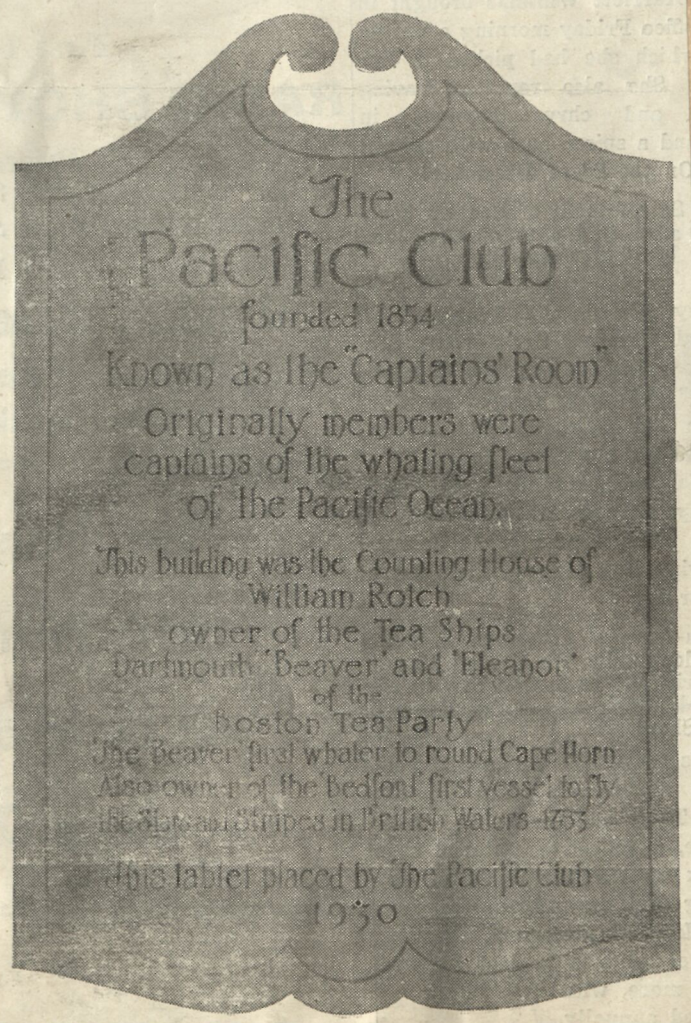
Captains' Club



The Yacht Club Building.



"Milestone" Pac. Ntl. Bank - Main St.



THE CENTENNIAL OF THE ATHENEUM LIBRARY BUILDING.

BY GRACE BROWN GARDNER.

In a letter written by Maria Mitchell nearly one hundred years ago which is now the property of David Wood of this town, she refers to a "melancholy meeting over the yet red hot ashes of the former Atheneum" with a botanist who was contributing to the collections of the Museum.

Less than seven months later, from those "red hot ashes" of the Great Fire of 1846, had risen the present Atheneum building, which was opened to the public on the first day of February, 1847. With fire damage of a million dollars, one-third of the town in ruins, hundreds of families homeless, and seven-eighths of the mechanics without shops, stock or tools, that was a noteworthy achievement of our forefathers of which their descendants may well be proud.

Early History.

A very interesting history of the Nantucket Atheneum was published in the Inquirer and Mirror of April 14, 1900, on the occasion of the opening of the Atheneum as a Free Library for the town of Nantucket. This history was written by Miss Sarah F. Barnard, who was the Librarian at that time, and it is widely quoted in the present article.

While all records of the Atheneum previous to 1847 were destroyed in the Great Fire, from other sources we learn the story of its origin, which is as follows:

In 1820 seven young men of Nantucket—David Joy, Peleg Mitchell, Daniel P. Macy, John H. Coffin, Gideon Swain, Edward C. Hussey and George Fitch—associated themselves under the name of "Nantucket Mechanics' Social Library Association". They had only twenty-six volumes when they started the library. In 1823 another society was formed and named the "Columbian Library Society". In 1827 the two societies united, and the new society was called the "United Library Association".

In 1833 two of its members, David Joy and Charles G. Coffin, bought the land on Main street where the house of the late Henry Coffin now stands for \$1800 and gave it to the society on condition that the society would raise \$3500 and build a brick building suitable for a library room, lecture room and museum.

The sum of \$4200 was raised, each subscriber of \$10 having an equal right with other donors. The lot of land proved to be too small, and an exchange was made with the proprietors of the Universalist Church on the corner of Federal and Pearl streets. That building was altered to answer the requirements, and in 1834 the society was incorporated as the Nantucket Atheneum.

As may be seen from the above, there were at first three distinct departments in the Atheneum: the Library proper, the Museum and the Lecture Room.

The Museum was described as follows on an old sign which hung on the outside of the building some fifty years ago:

Atheneum Museum.

The Atheneum Museum is now open to visitors in charge of Mr. H. P. Clapp who will be ready to explain its wonders to strangers, and answer all questions concerning the many curiosities on exhibition.

The Great Sperm Whale's Jaw, seventeen feet long, in perfect condition, with all the teeth in place, is among the attractive features of the Museum. Also, a model of the famous "Camels" with a ship in their embrace, an interesting reminder of the palmy days of the Nantucket Whale-Fishery; and hundreds of strange things and objects of curious interest, forming a complete Cabinet of wonders, both of sea and land, collected from nearly every part of the globe.

Admission 15 cents.

Hours of Exhibition 9 a. m. to 1 p. m., 6:30 p. m. to 8 p. m.

H. P. Clapp, 43 Centre St., Nantucket, Mass.

In 1925 this Museum was discontinued, as more space was needed for the Library. Most of the exhibits were loaned or donated to the Nantucket Historical Association, where they are seen each year by thousands of visitors.

The Lecture Course flourished for many years. At the modest price of one dollar per ticket for the entire winter course of lectures, the Nantucketers of the forties and fifties had the opportunity of hearing such prominent men as Prof. Silliman, John Pierpont, Theodore Parker, Thomas Starr King, Ralph Waldo Emerson, Wendell Phillips, John G. Saxe, Henry D. Thoreau, Horace Greeley and many others.

The Lecture Hall was also used for entertainments, suppers, fairs and other social gatherings, and was a source of revenue to the Atheneum. As years went on, however, and building and fire laws became more stringent, extensive alterations would have been necessary to comply with the regulations, and the hall was closed to public gatherings. At present it is used exclusively for the storage of books, and contains large numbers of the less frequently circulated volumes.

Shareholders and Proprietors.

When the two original library societies combined in 1827 each subscriber of ten dollars had an equal right with all other donors. After the Great Fire fifty additional shares were created at a price of "not less than five dollars a share". In the By-Laws published in 1895 the number of shareholders was limited to 275. There was a small annual assessment on each share to provide for the upkeep of the Library. Only shareholders, and annual subscribers admitted under such conditions as the Trustees might direct, had the privilege of taking books from the Library.

After the Atheneum became a Public Library, there were no further assessments, nor were there any further privileges in regard to the circulation of books granted to the shareholders, and many shares became inactive. Owing to the neglect of heirs of deceased persons to give proper notice of transfers of shares, or even to make such transfers, the records have become incomplete.

In the near future there will appear in the columns of the Inquirer and Mirror a list of shareholders as of 1915. Any of those shares not already transferred may be transferred on the books of the society, the old certificate first being given up or shown to be lost. A new certificate will then be issued by the Secretary, under the seal of the corporation.

On the west wall of the Library hangs the first certificate issued by the Atheneum when it was incorporated in 1834. It was issued by David Joy to his brother, Moses Joy, Jr., and was presented to the Library by another David Joy, the third in line by that name, in 1928.

Recovery From The Great Fire.

The earliest records now existing begin with a meeting held in the Vestry of the Methodist "Chapel" on Monday, 8th month 1846. The President, William Mitchell, stated that the object of the meeting was to see "what course shall be taken by the Proprietors with reference to the Institution for the future, the Atheneum Building with its entire contents including the Library and Cabinet of Curiosities having been destroyed by the terrible conflagration which occurred on the 13th and 14th ultimo."

This, and the records following, are painstakingly written in the Spencerian penmanship of that period, which resembles copperplate. They are very explicit. Various committees were formed to solicit contributions of money, of books, and of articles for the Museum. Other committees were to attend to various phases of the contemplated building program. Later page after page of the records lists the sums of money contributed, and the separate volumes and the sets of volumes donated by individuals, by publishers, by libraries, by organizations and by scientific societies. There is no question but that the response to the appeals was both prompt and generous.

The report of the Building Committee, Jan. 4, 1847, includes the builders' specifications for the rebuilding, with dimensions of lumber used, as "King posts 7 by 12 inches" and "Queen posts 8 by 8 inches", and the whole frame being of "pine and heavy timber and of sufficient strength in the opinion of your committee to make a strong and safe building". The test of one hundred years has proved the correctness of their opinion.

Agitation for a Free Public Library.

As the years passed, instead of feeling pride in its excellent Atheneum Library, Nantucket began to be sensitive in regard to being one of the few towns in the Commonwealth with no Free Public Library. There was much agitation in regard to making the Atheneum free. The matter was brought before the Proprietors in 1892. Of forty-five shares represented only two were in favor. Debate waxed strong and bitter feeling developed.

A letter from Allen Coffin, Esq., published in the Inquirer and Mirror in 1895 quotes an appeal from the chairman of the Free Public Library Commission urging the establishment of such a Library. At that time, of 353 towns in the Commonwealth only 25 were without Free Public Libraries. Of these 25 towns Nantucket was far in the lead both in population and in wealth.

Public demand grew slowly but steadily. Not until 1900 was the controversy settled. Then, after repeated meetings and many conferences with the Selectmen, by the assistance of an appropriation of \$900 made by the Town of Nantucket, the Nantucket Atheneum Library was made a Free but not a Public Library, and opened as such in April of that year.

Gifts and Bequests.

The Atheneum has been most fortunate in the wide-spread interest shown in its welfare, as testified by numerous gifts, donations and bequests. Among these there is space for mentioning only a few which are among the most outstanding.

To replace the original folio edition of Audubon's "Birds of America", to which the Atheneum had been a subscriber and which was destroyed in the Great Fire, Mrs. David Joy presented the Library with a set in the octavo edition. The books are handsomely bound in Russia leather and protected in a suitable cabinet, which was also the gift of Mrs. Joy. Frederick C. Sanford not only bequeathed \$20,000 to the society's endowment fund, but gave a thousand books from his personal Library. Many of these books are rare editions with expensive bindings, and together with his donation of over fifty valuable pictures and his collection of old documents are among the treasures of the Atheneum.

The will of William H. Swift provided a substantial sum, of which the interest is used for the purchase of new books. Probably many users of the Library have noticed the stamp "Purchased from the William H. Swift Fund" on the title pages of books.

Approximately 2600 volumes consisting mainly of biography, history, books on the Navy and on diplomatic relations with various foreign countries came from the Library of Rear Admiral William Mayhew Folger. The Atheneum shares with the Whaling Museum, which received many pictures, documents and mementoes, in the generous Nantucket legacies of Admiral Folger.

are records of the discoveries of the earliest explorers in all parts of the world. Few Libraries in the country possess a complete set of this extremely valuable work.

The Atheneum was one of the several Nantucket institutions to share in large legacies from the estate of Sidney Mitchell.

Each autumn as our summer visitors leave us, many make gifts to the Library of books which they have enjoyed during their vacation here. These books are recent fiction, biography, travel and other volumes of timely interest, and are much appreciated.

Merely to enumerate the gifts, donations and bequests that the Atheneum has received during the last hundred years would require a separate article.

Present Status.

From its earliest days the Library has had a steady and healthy growth. At the time of the Great Fire it contained 3,000 volumes; in 1883 there were 7,000; by 1900, when it was made a Free Library, the number had increased to 20,000. The report of last year lists 45,904 volumes. There has been a corresponding increase in the number of borrowers and in books circulated.

The Library Building, however, has remained practically unchanged all through the one hundred years since its erection. More and more space has been utilized for shelves, until in her 1946 report the Librarian reports every nook and cranny crowded, with no space remaining for future accessions.

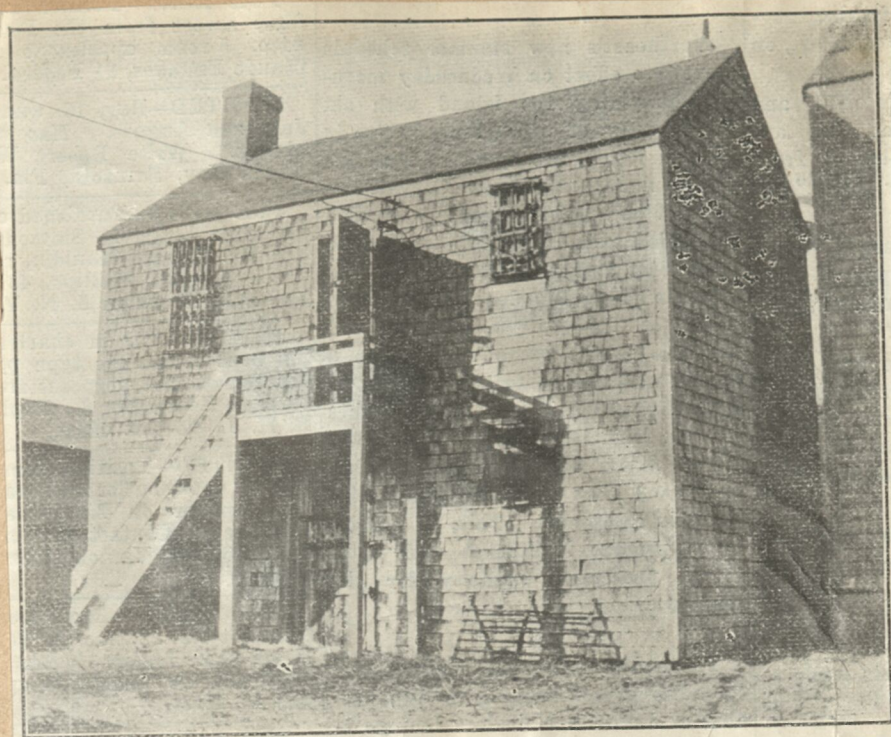
At present the greatest need of the library, aside from shelf space, is a separate room for children and young people, with a special Librarian to aid them with reference work connected with their school home work, and also to foster in them the love of good reading so that it may become a source of pleasure throughout their lives. The crowding together of children and adults in inadequate space, as at present, occasions many problems which a separate room would obviate.

Another need is for a quiet room where adults may work on genealogical, historical or other problems which sometimes require many documents, pamphlets and volumes of reference. At present a card table in some corner offers the only opportunity for such work. Every year the number of such workers increases.

Nantucket has good reason for pride on the occasion of the One Hundredth Anniversary of our Atheneum Building, and for gratitude toward all who have aided in making the Library the outstanding institution that it is at present. And among all to whom gratitude is due, none are more worthy of it than its three Librarians whose terms of service span one hundred and twelve years—Miss Maria Mitchell, Miss Sarah F. Barnard and Miss Clara Parker.

—Grace Brown Gardner,
Sec'y, Nantucket Atheneum.

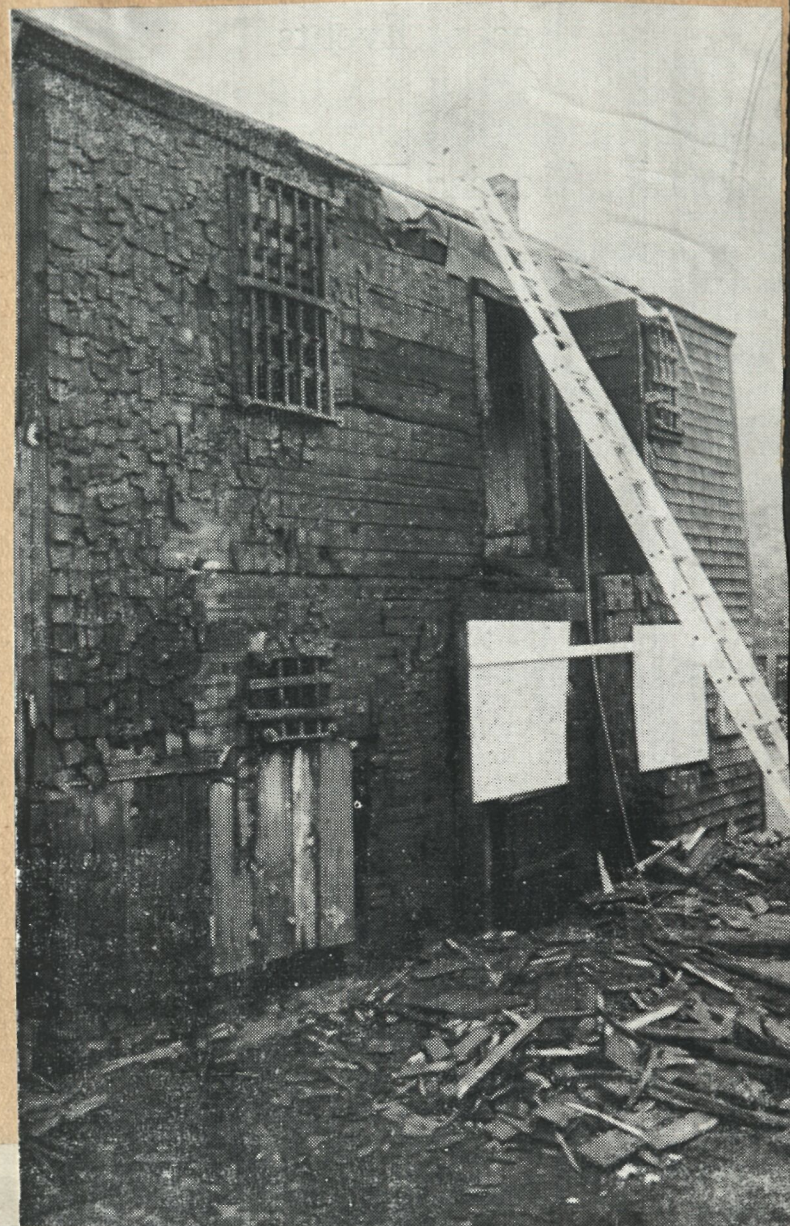
Among other donations by Edward F. Sanderson is "Hakluyt's Voyages" in over two hundred volumes. These



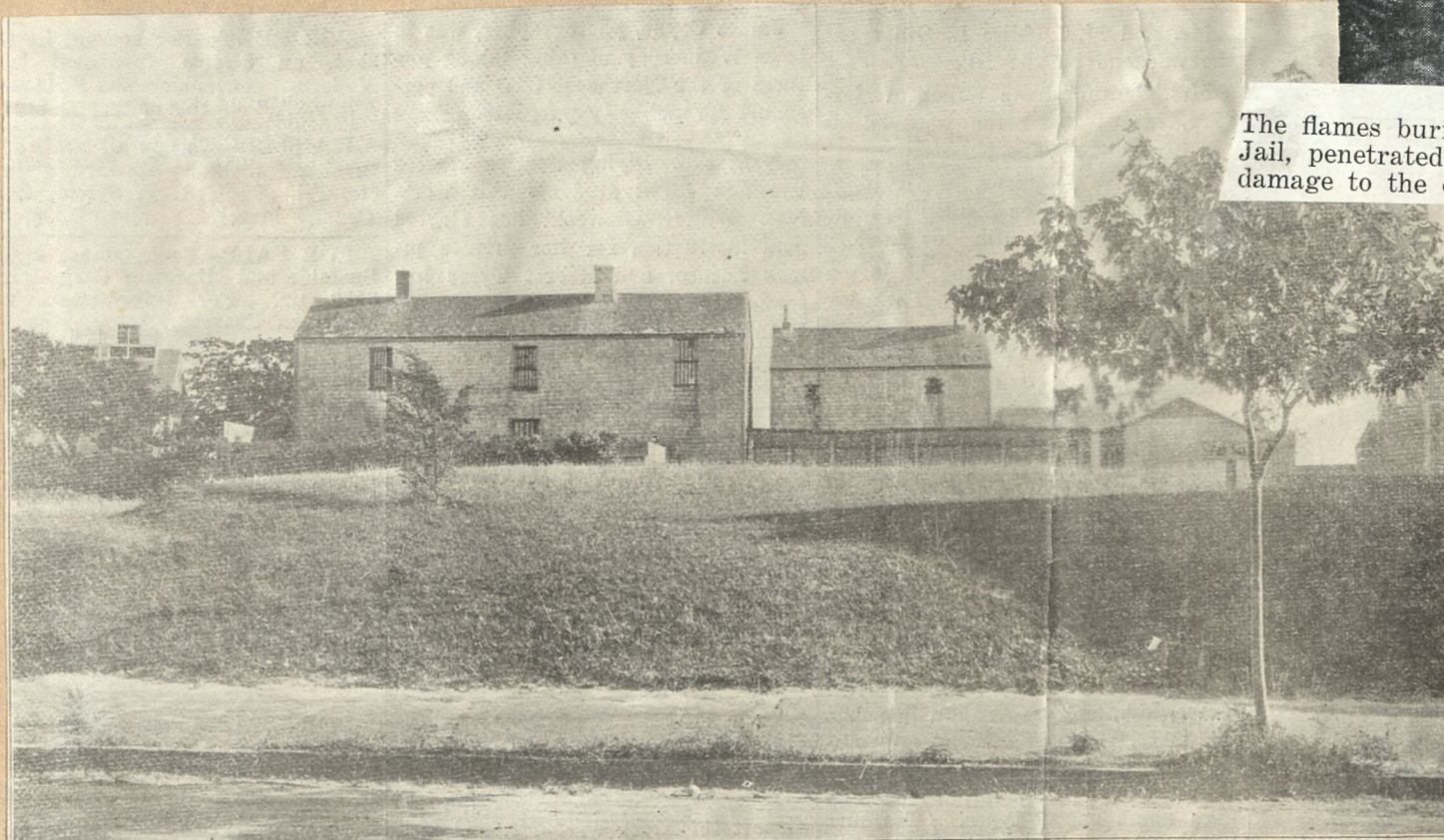
THE OLD NANTUCKET JAIL AS IT LOOKED BEFORE ITS RESTORATION IN 1947 -- 1948.

The structure was last used as a County Jail in 1933, when it was the scene of a startling jail-break. On October 3rd of that year, Charles Freeman, a young colored man who was awaiting trial, lured Keeper Edgar Ellis into the upper cell, suddenly struck him over the head hard enough to daze him, and then ran out into the dusk. During the next few days, an intensive man-hunt was in progress throughout the town and over the island—but Freeman was never found, nor where his probable accomplices in his escape ever discovered. Five years later, Freeman wrote to the local tax collector, using an assumed name, inquiring as to his mother's property here. Tax Collector Morris turned the letter over to the authorities and Freeman was apprehended—being then an inmate of a California prison—brought back to Nantucket, tried and sentenced to State Prison to from 12 to 15 years.

In May, 1946, the two buildings were deeded to the Nantucket Historical Association by the County Commissioners. Restoration work began in 1947, and the Jail was opened to the public in August of that year. Complete restoration was made in 1948-49, at considerable expense, with the House of Correction repair work also being started this year, so that the two buildings comprise another exhibit of historical interest to the public.



The flames burned completely the outside stairway of the Old Jail, penetrated the hall and spread to the second floor. The damage to the old structure was extensive. 1970



THE OLD NANTUCKET JAIL AND HOUSE OF CORRECTION

The view was from Main street, with the smaller building the "Old Gaol," built in 1805, and the larger structure the "House of Industry and Correction," which was originally built at the Town's Farm at Quaise, and moved to its present site in November, 1854. The property is now owned by the Nantucket Historical Association which has restored the "Old Gaol" completely.

New house styles set by Historic Districts Steering Committee 1971

Last fall the Selectmen appointed a committee of eleven residents to study the problems of extending the Historic Districts to the whole Island. This committee, after a number of meetings and many discussions, submitted its report to the Selectmen Wednesday. The report of the Historic Districts Steering Committee follows:

It is suggested by this committee that the Nantucket Historic Districts Commission approve the following guidelines to be applied under the new Historic Districts Act.

(1) All of the guidelines as indicated on pages 7, 8, and 9 of the Nantucket Historic Districts Guidebook will apply to structures within the bounds of the present Districts.

(2) That any changes in any structures built in the 17th, 18th, and 19th centuries any place on the Island be restricted to styles appropriate to the original period of the structure.

(3) That structures built in the 20th century be of conservative architectural style and be constructed of such materials as will result in a harmonious environment throughout the entire Island.

(4) That in deciding what will constitute a "harmonious environment" as mentioned above, the following may be incorporated into 20th century structures under circumstances of restraint and moderation:

ROOF PITCH of less than six inches.

ROOFS of fire-resistant shingles of rectangular design in any soft, single color.

GUTTERS AND LEADERS of wood,

metal, or plastic painted to match trim.

SIDEWALLS of clapboards or white cedar shingles.

CHIMNEYS of select common brick.

PICTURE WINDOWS AND GLASS SLIDING DOORS if they do not dominate the fenestration of the structure.

ENTRANCE DOORS with or without panels but without decorations.

EXTERIOR STEPS of wood, brick or cement.

FENCES AND GATES of pickets, boards, split rail, and stockade types.

RETAINING WALLS AND FOUNDATIONS of brick, concrete block and cement.

PAVING of brick, bluestone, granite flagstone, pea gravel, shells, and blacktop surfaced with pea gravel or shells.

GARAGE DOORS of wood panels or fiberglass in white or grey.

SIGNS of any material or color, except neon tubing, when fixed to the structure and not larger than 2 feet in length and one half foot in width.

Respectfully submitted,

John McCalley

Andrew Lowell

Craig DeBlieck

Robert Caldwell

Arnold Small

Robert Mooney

Donald Visco

Richard Swain

Edmund Ramos

Christopher Holland

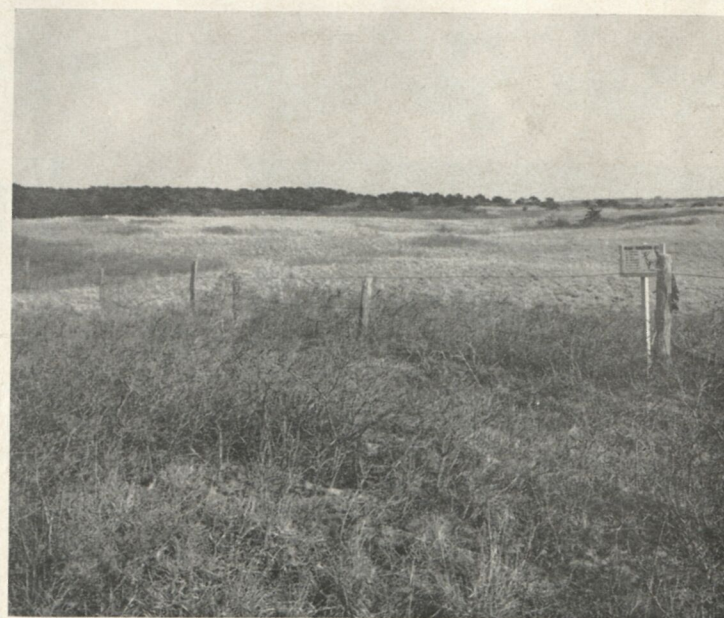
Allen Congdon



Mr. Ernest S. Lema, Jr., the Society's shelter manager on the Island, will oversee and periodically patrol the sanctuary to make sure that there is no hunting or trapping, or any other activity which might endanger in any way the wildlife living within its limits.

Here one may find deer, pheasants, skunks, raccoons, foxes and other animals, in addition to water fowl and land birds.

This purchase marks just one more milestone in our Society's ever-widening scope of animal protection in every field of endeavor.



Society's New Sanctuary

THE MARY MITCHELL HUMANE FUND is unique in that it does the unusual in humane work, normally considered above and beyond the scope of existing humane societies. One of the objectives of the Fund is the foundation of sanctuaries to afford protection for wild life — areas where birds and mammals can be safe and where those who have no desire to kill them can photograph, paint, sculpt or just look at these creatures in their native habitat, unmolested by guns, traps, or in any other way.

Our readers will be happy to learn of the most recent acquisition by the Mary Mitchell Humane Fund of some fifteen

acres of land on Nantucket Island. This area, mostly covered with scrub pine, with some marshland and at its highest point overlooking Nantucket Sound, will be operated as a wildlife conservation area by the Nantucket Branch of the Massachusetts Society for the Prevention of Cruelty to Animals.



The Nantucket Cottage Hospital—New Wing on Left

Sunday was one of the most pleasant days of the year, with warm, sunny weather and a bright blue sky. It was a well nigh perfect day for the "Open House" planned for the Nantucket Cottage Hospital, and nearly 300 residents took advantage of the opportunity to visit the large new addition and inspect its facilities, as well as to see other refurbishments in the main hospital.

Leroy H. True, Director, and his staff, were on hand to greet the visitors, with a corps of Hospital Trustees serving as guides throughout the afternoon hours of 3 to 5 o'clock when the "Open House" period prevailed.

Trustees serving in the capacity as guides were: Alexander M. Craig, Jr., Mrs. C. Clark Coffin, Mrs. Arthur B. Butler, Mrs. Richard A. Denby, Mrs. Marland Rounsville, Benson C. Chase, Robert L. Taylor, Philip W. Read, and Henry B. Coleman.

In the main section, the newly created therapy room, and renovated accident and emergency ward were on display. The several pieces of new equipment in the therapy room were carefully explained by John Buckley. In this part of the Hospital a

new office for the Records Department has been installed, with Mrs. Merle Orleans in charge.

The new addition, completed only recently, would be a credit to the most modern of hospitals. A handsomely appointed interior has provided ten rooms for patients on the second floor, with an excellent solarium, wide corridors and a spacious elevator. On the first floor of the new structure is the office of Director True, with his secretary's office adjacent, and a Board of Trustees conference room just beyond.

Visitors were equally impressed by the offices of the doctors which have become important parts of the new wing. Dr. Miles Atkinson, Dr. Frederick M. Valette, Dr. David B. Voorhees and Dr. Leonard R. Kilmer all have excellent quarters, which were inspected by the visitors during the afternoon.

"Open House" day was a pleasant opportunity for both visitors and associates. Punch was served in the reception room by a committee of ladies led by Mrs. Charles C. Coffin and Mrs. Richard Denby.

Dr. Runge joins Hospital staff

1972
Paul M. Runge, M.D. has been appointed to the Medical Staff of Nantucket Cottage Hospital and has established a full time—year round practice of Ophthalmology in his office located on Fairgrounds Road, Nantucket.

Doctor Runge is a Graduate of Boston University Medical School completing a Residency in Bellevue Hospital Eye Service. Further education included the Graduate School—Basic Sciences in Ophthalmology and New York University Medical School. He is a Diplomat on the American Board of Ophthalmology.

Doctor Runge served 27 years as Associate Surgeon at the Massachusetts Eye and Ear Infirmary and was also attending Ophthalmologist at University Hospital, Brockton Hospital and Goddard Memorial Hospital; in addition he served as consultant in Ophthalmology in Brockton Veterans Hospital and Cardinal Cushing Hospital. He held the position of Professor of Clinical Ophthalmology at Boston University School of Medicine.

Dr. and Mr. Runge have moved into their new home and offices on Fairgrounds Road.

Hospital Gift



The Nantucket Cottage Hospital has recently added two geriatric chairs to its equipment for patient use. When the tray is in place the patient is secured so that there is no danger of falling out when left unattended. The chairs are more comfortable than the ordinary wheel chairs and their trays may be used to hold books, writing material, playing cards and the patients' meal trays.

Shown in the accompanying photograph is nurse Ethel Ray with Miss Josephine H. Congdon, who will be ninety-five years old on Flag Day, next Monday, June 14.

Miss Josephine H. Congdon — the Aunt of Miss Helen Powell

**Miss Congdon, 96, to
receive Boston Post Cane**

The Boston Post Cane that is held by the oldest island resident will be presented this afternoon to Miss Josephine H. Congdon who is 96. The cane was formerly held by Mrs. Almyra V. Jewett who died Dec. 20, 1972, at the age of 98. Miss Congdon is a patient at Our Island Home. Chairman Robert G. Haley of the Board of Selectmen will make the presentation.

Christmas on Nantucket



Main Street at Christmas



December 1968

The Advent of the New Year 50 Years Ago. 1900

The arrival of the New Year of 1900 in Nantucket not only ushered in the new 20th century but launched the island on the first of its decades of change and new prosperity. The new century was to see the fulfillment of the trends first inaugurated in the 1880s and '90s—the complete change which made Nantucket's chief means of livelihood the “summer business.” Whether the change was to destroy the unique character of the island remained for the future to determine.

The year 1900 opened in wintry style. Christmas Day of 1899 had been “mild and charming,” but a snow storm developed that night and the next day dawned with the temperature at 22° and a mantle of light snow. Winter arrived in earnest on Dec. 30, with the mercury tumbling to 10° above zero.

New Year Day, 1900, found the temperature rising slowly, with snow changing to rain during the forenoon. A northeast breeze kept the steamer at the wharf until 11:30 a. m. In the afternoon the thermometer revealed falling temperatures and at night it registered 18 degrees above.

1900
The townspeople were disturbed over the fact that on Jan. 1, 1900, the steamboat company announced a tri-weekly schedule for Nantucket, with the steamers leaving this island on Mondays, Wednesdays and Fridays, returning on Tuesdays, Thursdays and Saturdays. To make matters worse, when the *Gay Head* left here on Jan. 1 a storm kept her from returning until Wednesday noon, when she brought Monday's and Tuesday's mails and several passengers. It was the first boat to the island since the preceding Saturday.

Electric lighting became a prominent feature of the stores, and homes began introducing the novelty. With the arrival of August, it was estimated that twenty-seven miles of wire had been installed about the streets of the town and island.

George E. Grimes became the Official-in-Charge at the U. S. Weather Bureau station, succeeding W. W. Neifert. Mr. Grimes had been in the government employ in the Nantucket office for several years before he was appointed Official-in-Charge.

At the rear of Folger Block, on Orange street, a new print-shop was being built by William Wyer and his men, which was to become the home of *The Inquirer and Mirror*.

The office of Tree Warden was created with Millard Freeborn occupying the position. The new post office was opened in Masonic Block, with Postmaster Charles F. Hammond in charge. A telegraph office was established in Folger Block, (at the present site of Anglow Tweeds) and began business July 1. Prior to that

Island Featured In “Yankee” Magazine

The December 1968 issue of Yankee has two interesting features on Nantucket.

The steeple capping at the Congregational Church is told in words and pictures by Edouard Stackpole and the Twelve Days of Christmas at the Jared Coffin House are described by Yankee travel editor Marjory Hall.

Each year some aspect of Christmas on Nantucket has been featured in a national publication and these articles have been important in bringing people to the island during the Christmas Holidays.

1900
time all telegrams had been received and transmitted through the government Weather Bureau office.

The first “horseless carriage” made its appearance in the streets of the town, being a Stanley Steamer which was brought to the island by Dr. George A. Folger and his father Arthur H. Folger. This was in May and two months later Samuel Howe, of Ithaca, N. Y., brought a Locomobile to the island, followed by Howard Willets, with a steam-driven car.

The New Year heralded a number of happenings. William G. Remsen and Elsie Robinson were married at a pretty ceremony held on Christmas night at the home of Mrs. B. W. Joy, Pearl street; Representative and Mrs. Arthur W. Gardner had departed for Boston; among those coming home for Christmas were Edward P. Tice, Misses Anna and Madeleine Fish, Horace Easton, Wakeman Bovey, Augustine Lawrence, Miss Florence Bennett, Miss Ethel Remsen, Samuel Eldredge, Miss Jean Cartwright, Miss Clara Pitman, Miss Mary Wait, and Miss Eliza Codd.

Sept. 24, 1938

Hurricane Swept Nantucket But Did Little Property Damage.

While islanders sat in their comfortable homes, listening to the wind whistling out-of-doors, and well aware that the strong southerly was of more than ordinary intensity, it was not until they tuned in their radios and heard the reports of the devastation throughout New England, that they realized the full extent of the storm.

The coast-line of the island had suffered, it is true, but the damage here could not be compared to anything on either the Vineyard, the Cape or the mainland. It became a contrast, instead.

Surrounded by shoals, which acted as natural bulwarks to the sweep of the waves, the island's east and north shores are more protected, perhaps, than the south and west ends, which bore the brunt of the seas. But in the town, aside from a few branches ripped off the trees, the tops of several chimneys shorn of a few bricks, and a few fences toppling, the storm did little damage. The telephone, electric power and lighting service was not interrupted; and the old houses merely took the blow as just another storm.

When the cable connections with the mainland went "by the board," fears for the island's safety were expressed, with a number of radio news broadcasters announcing that "there was no news" from Nantucket. Through the medium of the U. S. Compass Station at Surfside, the government coast guard headquarters were notified that "Nantucket was all right."

Madaket and South Shore Eroded.

Only those who braved the elements and went out to the south and west shores of the island Wednesday night realized the full force of the storm, for the well-protected town did not get the sweep of the wind. From Tom Nevers head to Surfside and Point-o-Breakers, the bluff was pounded by the great seas, which cut into the land from ten to fifteen feet. A number of indentations at Nobadeer were even more deeply cut back. What was once the dried-up Nobadeer pond became filled with water again.

But it was along the shore, from Cisco to Madaket and Smith's point, that the erosion was greatest. The little village of Madaket, huddled low along the creek shore fronting the harbor, was the scene of great activity. Over a hundred cars were clustered there, and their occupants were treated to a rare spectacle—that of watching gigantic seas batter the shore, sweep across the creek head and isolate the tiny community on Smith's Point.

The towering rollers soon ripped out the tar road extension, cut away the bank for a distance of 50 feet, while it buried the road for 60 feet further along. "Sea Breeze," the Deacon cottage, was soon imperiled and for several hours it appeared to be doomed.

Boats were well taken care of, with the exception of Randolph Swain's, which was swept away before he could get to it. Earl Ray's flagpole was blown over, and a number of smaller boats were rolled end-over-end along the creek-beach.

Smith Point Residents Isolated.

On Smith's Point, just across the creek, where the two wooden "bridges" had been washed away, watchers kept a look-out until dark, with anxious relatives naturally entertaining considerable apprehension. But those experienced with weather conditions at the west end were on hand to point out that this section of the island had weathered many a 60-mile-an-hour gale and storm.

Those temporarily marooned across Broad creek were the families of Mr. and Mrs. Manuel Sylvia, Surfman and Mrs. Chauncey Chapel, John Parkinson, Roger Davis, and Arthur Hayden.

One of the wind's freaky manifestations was evidenced in the Russell cottage property. An extensive piece of wooden flooring, used for dancing, etc., atop the bluff in front of the cottage, was undermined by the waves; and the wind, taking it up as it would a blanket, literally stood it on end and wrapped it around the front of the cottage.

Along the beach, great pieces of the tar road were embedded in the sand, showing how the waves and flung them around like pieces of cork.

The little valley between the Madaket road and the cable house to the south, was flooded by the seas breaking over the bluff and formed quite a pond. Around dusk, the waves were breaking as high as the telephone poles at the end of the road.

Hurricanes

The most outstanding hurricanes in this region are: New England Hurricane, Sept. 21, 1938; Carol, Aug. 31, 1954; Edna, Sept. 11, 1954 and Diane, Aug. 18-19, 1955.

'Ginny' Damage Minor Although Island Suffered Milk, Bread Shortage On 3rd Day Of Storm

Hurricane "Ginny" who had been taking her time coming up the coast struck at Nantucket Monday and Tuesday with high winds and heavy rain and inflicted little damage although Islanders were inconvenienced by a shortage of bread and milk as the storm went into its third day. The eye of the hurricane passed 140 nautical miles southeast of the island at 5:30 a.m. Tuesday. A second storm came out of the northwest Tuesday and continued yesterday which brought more high winds and rain.

Steamboat service was interrupted Tuesday and Wednesday but planes were able to land at the local airport throughout most of the storm. With the cancelling of the boat for two days, the Steamship Authority arranged with the Post Office Department to have the mail flown in and out of the island by Cape and Islands and Mass. Air Industries planes. The Cape and Islands also flew in milk and other supplies.

Tuesday the high winds created a danger to school children from falling tree branches and Superintendent of Schools Charles H. Minnich ordered the no school signal sounded.

Winds averaged 40-50 miles per hour Tuesday with one gust of 75 being recorded at the U.S. Weather Bureau Station at 7:50 a.m. Wednesday's winds averaged 30-35 mph with gusts up to 50 mph.

Huge waves pounded the Madaket shoreline and are believed to have widened the Broad Creek opening by cutting about 25 feet off the sand bar that has been a popular spot for sportsfishermen.

The major damage to homes and buildings in town was the loosening and raising of roof shingles, bent radio and TV antennas and loss of an occasional skylight or panes of glass.

Marion's Snack Bar building on Straight Wharf suffered loss of its foundation which left the building flat on the surface of the wharf, a drop of about four feet. There is probable damage to water and drain pipes under the building, which is owned by Mrs. Marion Chase.

A telephone pay station that is attached to the outside of the Snack Bar is also flat on the wharf. A wag called the telephone company yesterday to complain he was having difficulty using this telephone. The company, not knowing the condition of the building, sent repairman Joe Cody there to repair the phone and Cody is looking for the jokester.

A roadside stand on Hummock Pond Road used by Walter Johnson for the sale of flowers was dislodged from its foundation but was not damaged and twin trees in the front yard of Peter Malcolm's summer residence at 23 Cliff Road were uprooted.

Skylights were reported blown off the home of Halsey Kent Jr. at 2 Cliff Road and at the Skipper Restaurant building on Broad Street.



TWIN TREES in the front yard of the summer home of Peter Malcolm at 23 Cliff Road were uprooted by the high winds of hurricane "Ginny." Fortunately the trees fell away from the house and caused no damage.



SOUTH BEACH STREET was flooded from curb to curb at the East Street end when leaves and branches clogged the drain. Highway Department men cleared the drain Tuesday morning and the street was some free of water.

A 15 foot section of a metal roof covering over a lumber stockpile at Island Service Wharf was lifted from the roof and deposited in the roadway.

Superintendent of Streets Matthew Jaeckle had the Highway Department crew on the job early Tuesday morning cleaning drains and catch basins in all parts of the town as well as removing fallen branches from the streets.

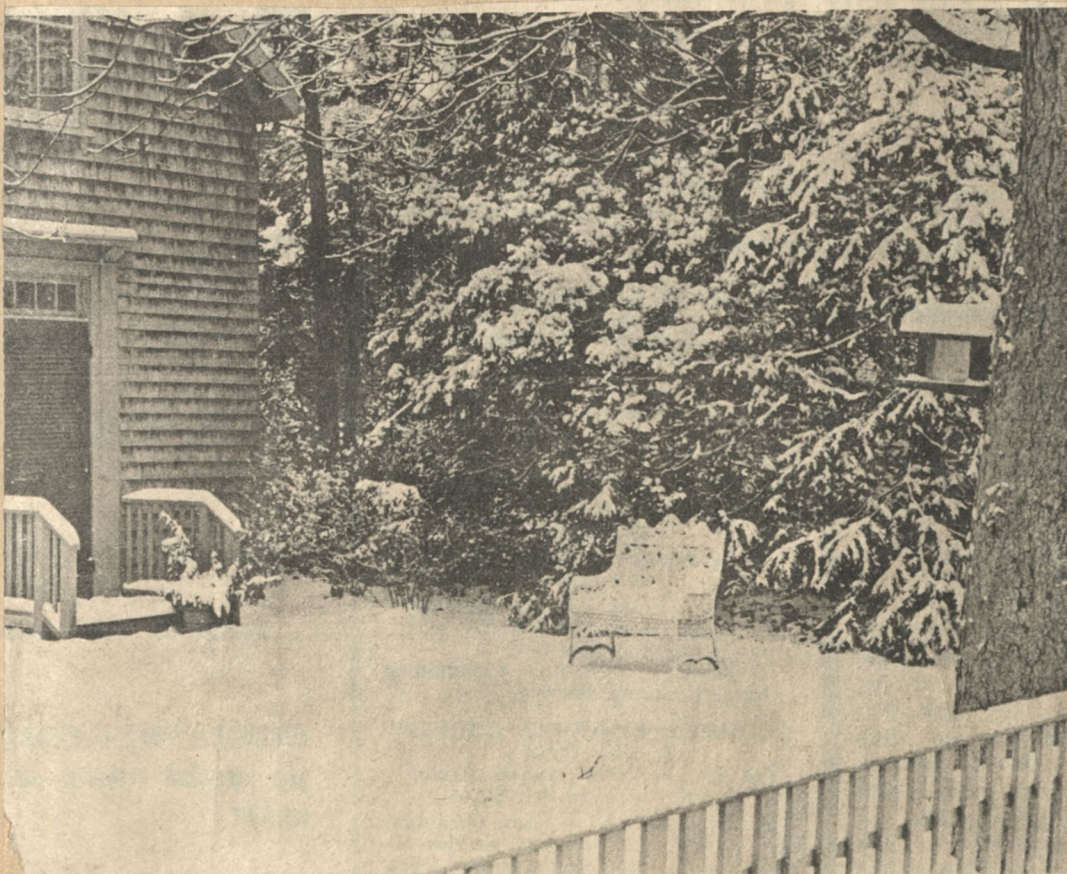
The Weather Bureau reports that a total of 3.82 inches of rain fell on the island during the three day storm. The temperature dropped Tuesday night to 35 degrees and traces of snow fell at 8:15 yesterday morning.

February Snow - 1972



A Lower Pleasant Street vista.

Feb 1972



The Enchanted Doll House on snowy Winter Street.

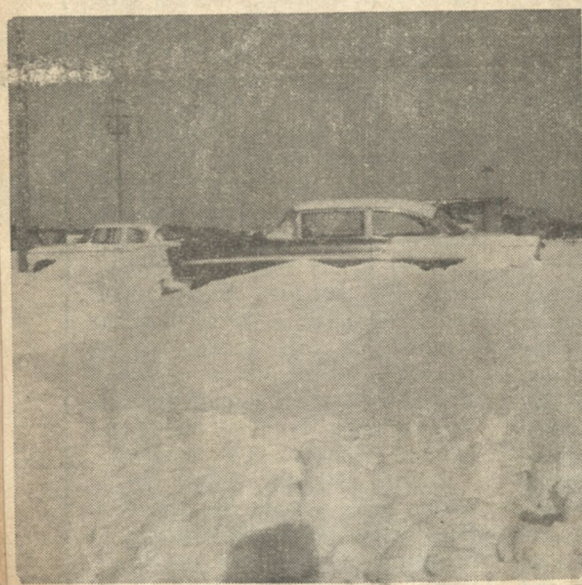
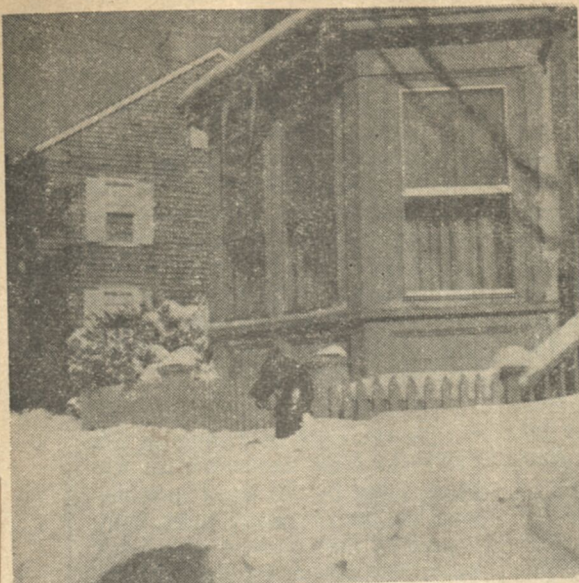
Feb 1972



Feb. A winter scene on Summer Street.

1972

THURSDAY, FEBRUARY 9, 1967



The two day northeast snow storm that dumped nine inches of snow on the Island clogged the streets with drifts and created many beautiful winter scenes about the Island. Above is the entrance to the home of Mr. and Mrs. Elliot Sylvia on Union Street with a lone shovel stuck in the snow waiting for someone to shovel them out. Top left, a horse's head hitching post emerges from a snow bank on Union Street to survey the scene and lower left, two of the several cars that were partially buried in drifts in the parking lot at the Airport. Top right, a snow drift on Darling Street that buried the sidewalk and extended across the street before a snowplow cleared it away. Lower right, a snow-plastered summer house on Washington Street with the large red anchor decorating it almost obliterated by the snow.

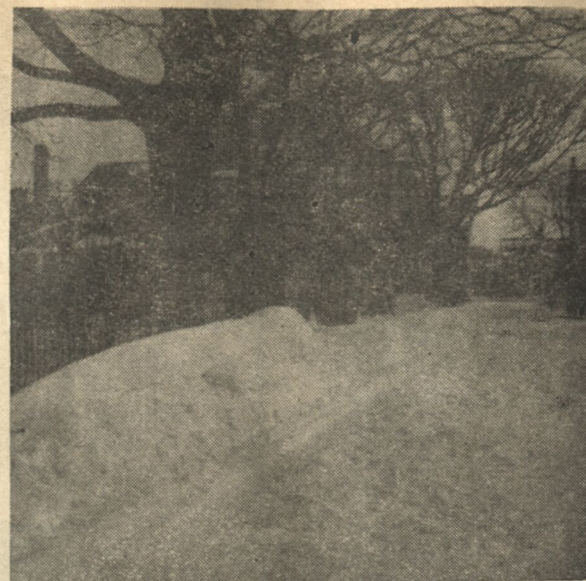


Photo by Bill Haddon
Nantucket Town and Harbor during Hurricane Esther, 1961.



Little damage was caused by the high tide which occurred just before noon on Tuesday, as the high winds which were forecast did not arrive. Many of the roads near the shore were completely covered with water and Easy Street, shown above, was impassable until the tide receded. The whole of the parking lot at the rear of Dreamland Theater was also flooded.

1960



MONDAY, JANUARY 29, 1962

—Standard-Times Staff Photo

NANTUCKET'S SOUTH SHORE, especially at Madaket, was hit by strong southwest winds last week causing the battering of the shoreline by strong seas. The erosion at the Broad Creek Crossing breakthrough now has reached the

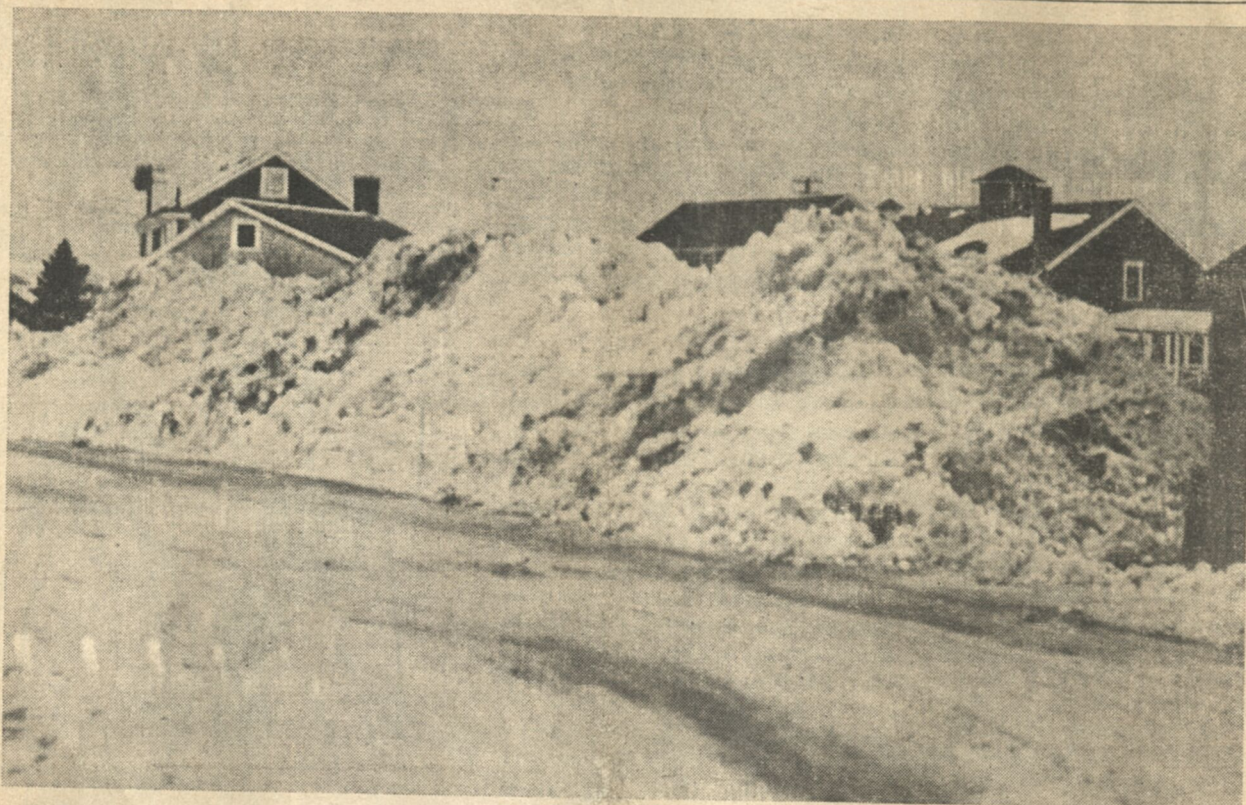
cement foundation that formerly supported the Steven K. Herlitz Summer home, the fourth home to be removed from the area. Large blocks of cement are breaking up and dropping onto the beach.

Late Winter storm

Feb. 1975



Heavy snow muffled the island last Sunday afternoon, the myriad swirling flakes reducing visibility to a few hundred yards and blanketing the world in white.



All our lives, up to now, we've wanted to be on Easy Street. But not now, not Easy Street in Nantucket. Trucks hauling snow from scraped streets make Easy Street resemble a foot hill of the Alps. Photo by Universal Photo Shop



ICED HARBOR

Photo by Merle Orleans

When Nantucket Experienced Its Highest High Tide - - - January, 1915.

On the morning of January 13, 1915, the island was swept by a north-east gale which was accompanied by an unusually high tide. The water submerged the wharves, flooding the meadows and reaching many places previously untouched by such storms. Clint Folger's stable on Beach street was inundated for the first time in the 37 years Mr. Folger had occupied it. The wind was recorded at 89 miles per hour at one period and the tide was seven feet above the normal.



Old North Wharf looking from its point of junction with Cross Wharf. The water rose more than 2 feet over the wharf, so that boats were the only means of transportation down the wharf. Bad wash-outs occurred here.



A view from the Red Men's hall looking out across the dock between Old North and Steamboat wharves. The tug *Tasco* had a narrow escape from going ashore in her successful attempt to keep her lighter from breaking adrift. The steamer *Americana* rode out the gale at anchor in the harbor. This view shows how Old North Wharf was completely submerged.



The water reached an unprecedented height all along the waterfront. This photo shows how the tide flooded what is now the Children's Beach section, extending across the meadows to reach the rear of Springfield Lodge now Crest Hall.



Looking up Steamboat wharf towards Broad street. Several of the telephone poles were undermined and the plank walk washed out. Many small craft were stove in. The water reached the doors of what is now the Whaling Museum building on the corner of Beach street.

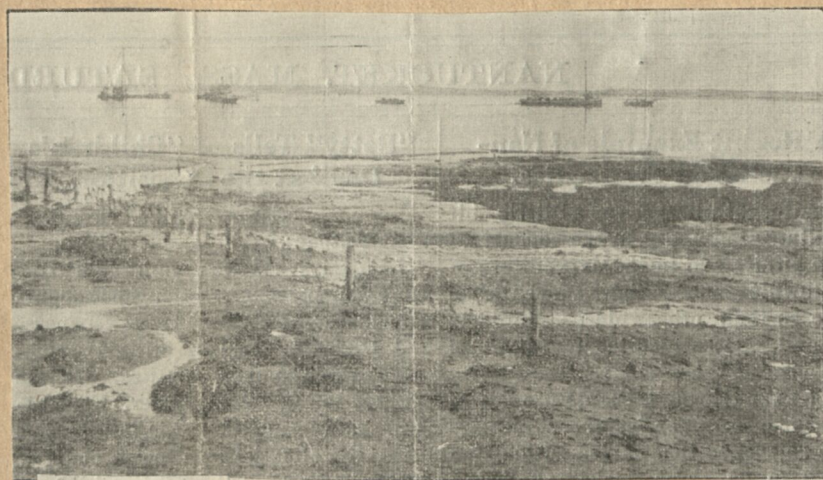


Photo taken two days later—after the waters had subsided—showing how the road suffered when the storm was over and the harbor became peaceful again.

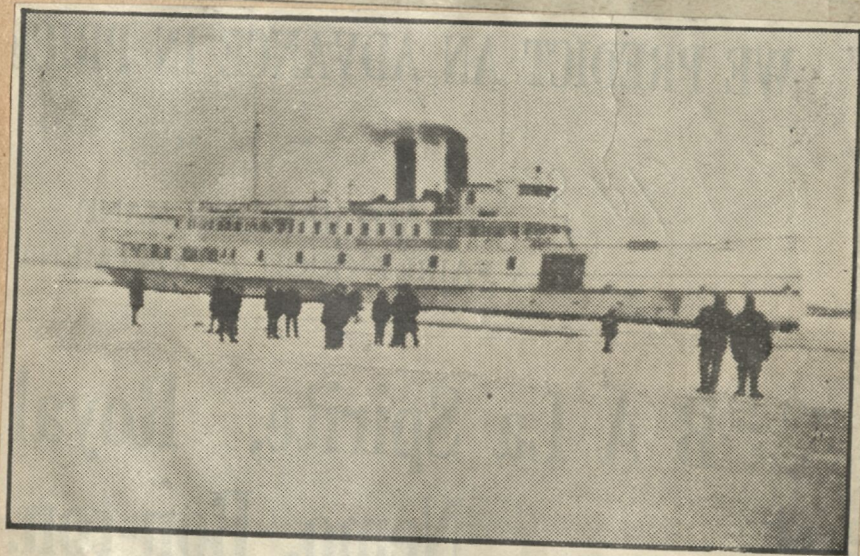


Harbor View Way as it now looks, with the road rebuilt and the line of attractive cottages which border it. Photo taken this week, showing the recovery from the ravages of the storm, which again makes the beach accessible to the public.

RARE WINTER SPORTS ON NANTUCKET HARBOR DURING THE FREEZE-UP OF 1918

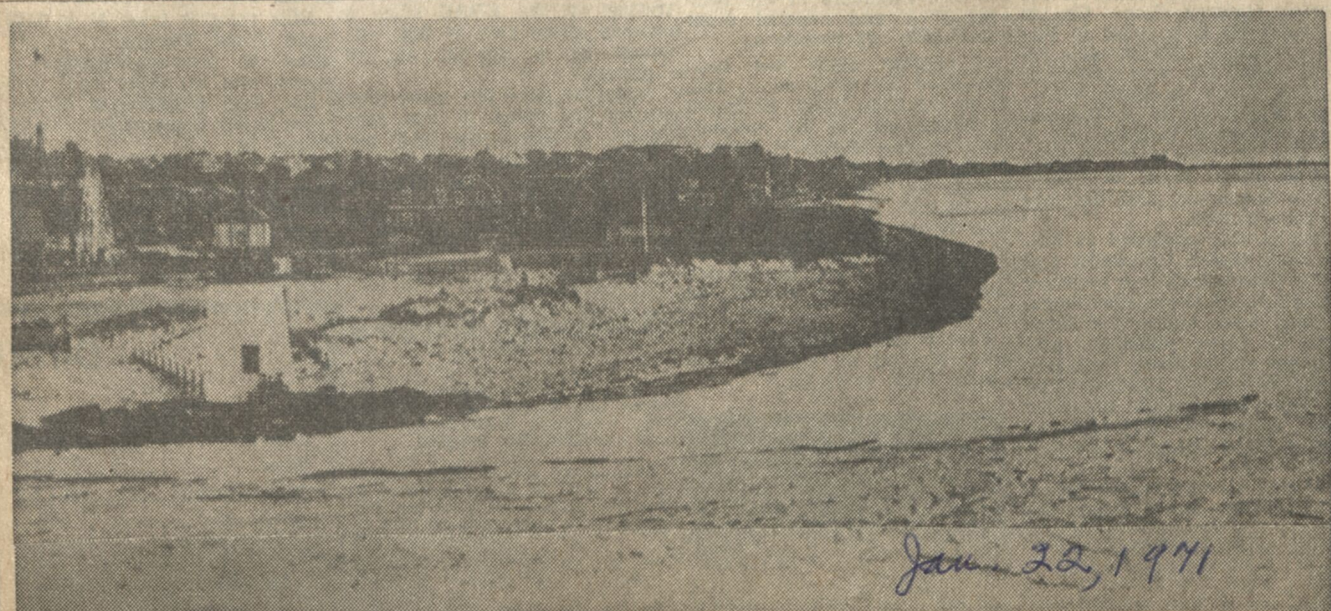


JANUARY 26, 1918



The Sankaty butting her way in between Brant Point and the dock. Men and boys could walk along beside her in safety. 1918

STEAMER SANKATY LANDING PASSENGERS OVER ICE AT BRANT POINT



Jan. 22, 1911

COLD WAVE LOCKS UP NANTUCKET HARBOR Pictured is part of a massive ice jam which extends seven miles out to sea from Brant Point Light, at the left. This scene shows the ice pack at the entrance to the harbor. (UPI Telephoto)

Cold wave brings Arctic weather to Nantucket Jan 22 1970

Following closely on the heels of last week's cold spell the second cold wave of the new year dropped a decidedly Arctic chill over the Island this week. Last week's snowfall had virtually disappeared from the streets after a comparatively warm trend over the weekend, accompanied by a thick fog, had brought a brief respite, but the period was of short duration. Tuesday night found light snow falling, and soon after midnight it began snowing in earnest.

A northeaster soon developed, driving the snow before it, and at daylight on Wednesday the storm had developed into major proportions. The snowplows were kept busy, starting early in the morning, keeping the highways and streets clear enough for traffic. The driving was slippery as the snow, though plentiful, was crystalline, and icy underfoot. Before clearing skies evolved in the afternoon some six inches of snow had fallen. Driven by the wind it brought not only a white mantle over everything but gave a frosted appearance to the houses directly exposed to the driven snow.

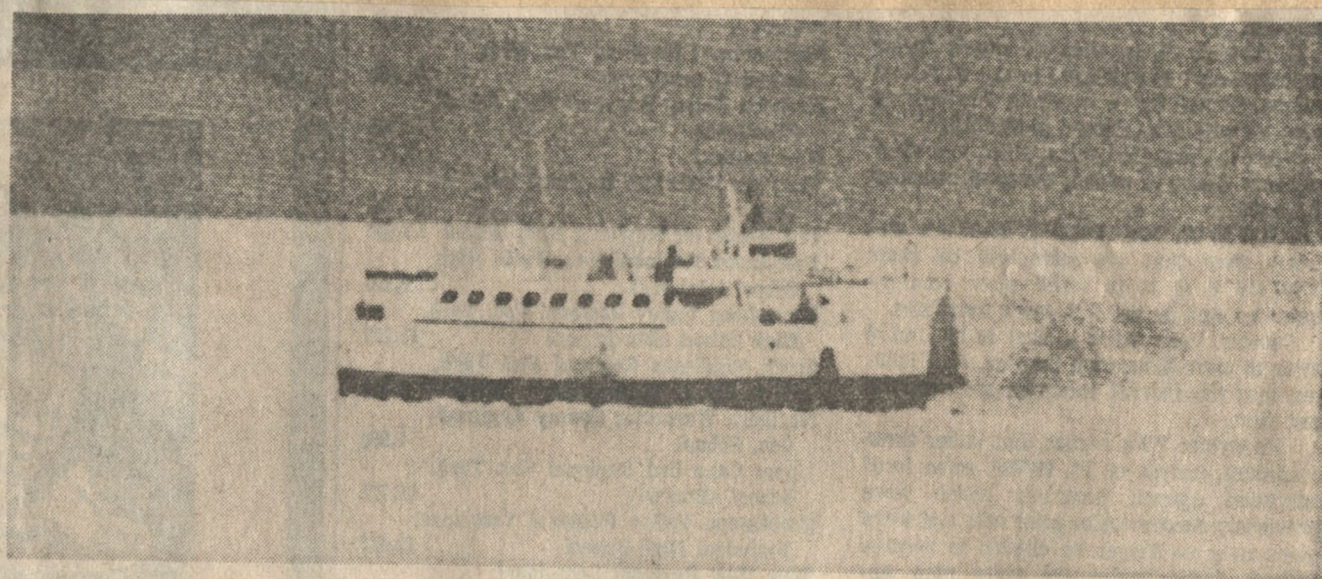
With the dusk that afternoon the wind backed into the north and the thermometer began registering a swift drop in temperature. By midnight the mercury had fallen to 2 degrees above zero, and before dawn this (Thursday) morning the thermometer stood at 1 above zero. Both of these temperature readings at the Weather Bureau Station at the Nantucket Airport were new records for January 21 and 22, the previous low mark for the 21st having been set in 1888, a few months after the Weather Bureau was established on Nantucket.

As was expected the already frozen appearance of the harbor now bears every sign of completing the "freeze-up", and it is doubtful if the Steamship Authority's present vessels in service can break their way into a berth at the wharf.

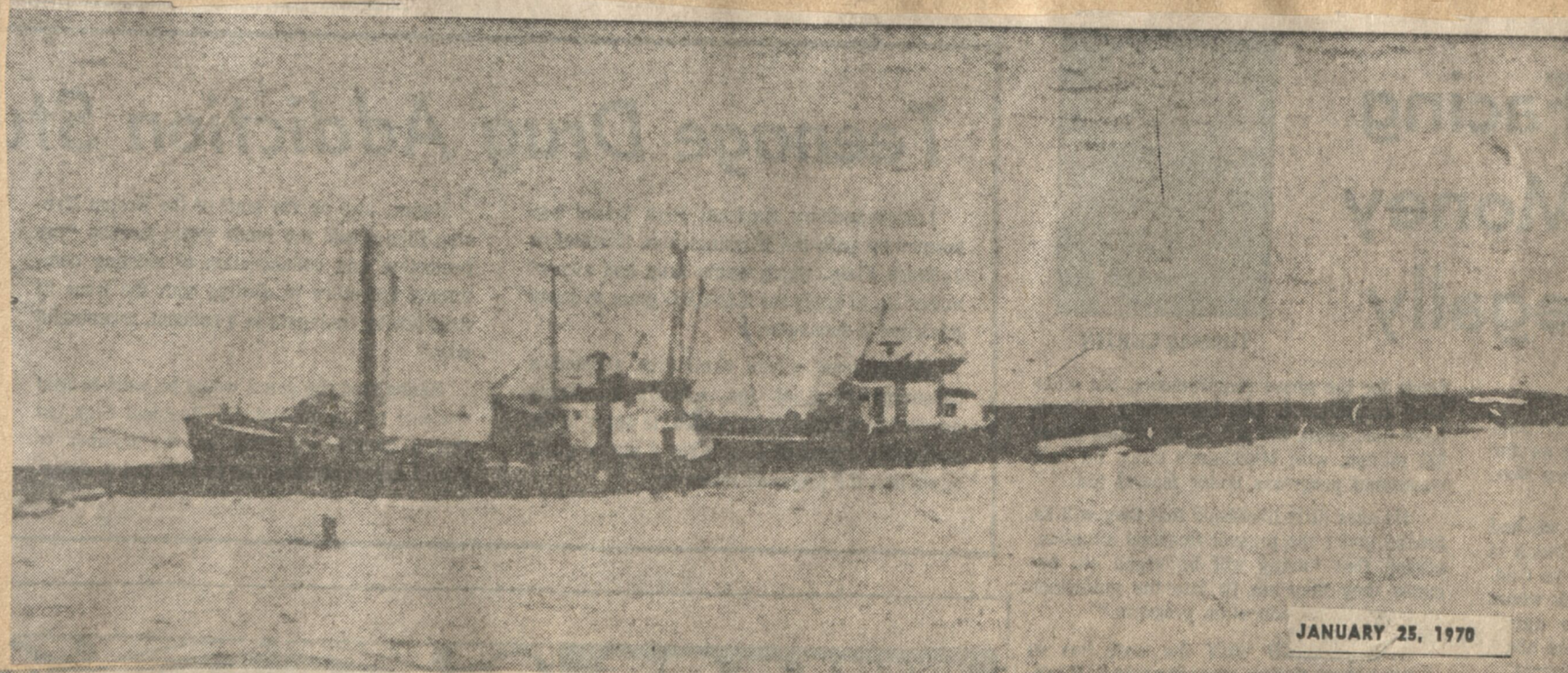
Nantucket's January 1970 "Freeze-up"



LIGHT HOUSE IN NANTUCKET SURROUNDED BY ICE.



FERRY UNCATENA tries to break through ice pack to Nantucket, but had to return to Woods Hole.



JANUARY 25, 1970

FISHING TRAWLERS, "Ellen Marie" and "Tempest" were icebound yesterday in Nantucket Channel. Crewman walks on ice off the bow of one of the ships.

(Herald Traveler Staff Photos by Dan Murphy)



The New Bedford fishing dragger "Mariner" came into port on Monday showing signs of the heavy icing up she received on her way into Nantucket from the fishing grounds. Jan. 22-1970



RUSSELL DOW of Nantucket loads milk or supply plane at Hyannis Airport for flight to ice-locked island.



FROZEN NANTUCKET HARBOR is inspected by Nantucket cab-driver Jimmy Allen. Despite attempts by Coast Guard cutter to clear harbor, ships have been unable to dock in Nantucket since Wednesday. Food and supplies have been flown in.



(Herald Traveler Staff Photo by Dan Murphy)

ICE-LOCKED NANTUCKET ferry slip stood empty yesterday. Island has had no ferries since Wednesday.

Thaw's En Route To Icy Nantucket

NT Staff Reporter

Jan. 1970

NANTUCKET — A forecast of rising temperatures and a shift to warmer winds gave promise yesterday of freeing Nantucket from the sea ice that clamped shut on the island last Thursday.

A three-foot thick ice cap kept the island's harbor and channel firmly sealed yesterday. But improving weather could break up the ice mass sufficiently, islanders said, for steamship service to begin tomorrow morning or Tuesday at the latest.

The forecast by the weather bureau in Boston was for a change from westerly winds to southwesterly winds and above-freezing temperatures.

An airlift of some 35,000 pounds of food was undertaken early yesterday after the steamship Uncatena, which regularly serves the island, tried unsuccessfully to get through to the harbor on Friday. The island has had no ship-ferry service since Wednesday.

The 65-foot U.S. Coast Guard buoy tender Towline, had failed Thursday and Friday to clear a path through

the ice-filled channel for the Uncatena. It continued to work at the job yesterday in an effort to free two fishing vessels, the Ellen Marie and the Tempest, from the ice. By late evening, it had not been successful.

THE AIRLIFT was organized by Executive Airlines, the Nantucket Aviation Co., and the Andrews and Pierce Trucking Co. There was no serious shortage of food for the island's 3,000 residents, but supplies of perishables had been running down.

Seven 20-minute flights from Hyannis were conducted between 10 p.m. Friday and 7 a.m. yesterday morning. Most of the flights were made in a 20-passenger De Havilland Otter plane with the seats removed. The cargoes consisted chiefly of fresh meat, vegetables, bread and other perishables.

Milk and the U.S. mail were flown in other planes.

A spokesman for one of the airlines said there were no immediate plans for another airlift. "We have enough to hold us for a few days," he said.



(Herald Traveler Staff Photo By Dan Murphy)

FOOD JUST FLOWN in looked good to Mrs. Elizabeth Allen and her daughter Susan, 10. They were reassured by store manager Melvin Ray that no shortage was anticipated.

Stoic islanders said there was no rush to buy the food as it was flown into the island's two supermarkets.

A police spokesman said the isolation made a pleasant contrast to the summer months when "off islanders" flock to Nantucket, some 30 miles off Cape Cod.

"We're not short of anything really," he said. "It's actually nice—no problems. Everything's quiet. We wish this would happen in August"—the height of the tourist season.

Nantucket experiences 'Freeze-up'

Planes busy, boat service curtailed

A brief period when "freeze-up" conditions prevailed for Nantucket brought forth a wide range of press coverage on the part of the mainland. Newspapers, radio and television reports on Friday, Saturday and Sunday brought attention to the fact that ice conditions in the harbor had forced the Steamship Authority's motor vessel "Uncatena" to turn back on two successive days of attempts to reach her berth here. As was to be expected some of the coverage bordered on the sensational, especially as regards the limitation of food supplies and medicines, and Islanders were amused by the suggestion that there was a shortage.

The protracted spell of sub-freezing weather was bound to have its effect, and the northerly winds kept the ice packed at the jetties entrance while the harbor itself was covered with ice ranging from six inches to three feet in thickness. On Wednesday, the "Uncatena" found the Sound open in long leads where the tide and wind had broken up the drift ice, but after approaching within a mile of the bell buoy was forced to turn around and return to Woods Hole. Again on Thursday the "Uncatena" made the attempt and, meeting the same ice conditions, was forced to return. One may only imagine the disappointment of the passengers, several with their cars on board, when the little motor vessel gave up the battle and returned to the mainland.

On Friday, the Coast Guard sent down its heavy little tug "Towline", which arrived at the bell buoy off the jetties around 12:30 noon, where she found the ice thickly packed by the tide. The tug was wedged here for several hours, and watchers at the beach were unable to detect any movement of the craft for a long period. With a tide change, the tug finally broke her way in, arriving at the wharf at 7:00 o'clock that evening. But the "Uncatena" was unable to follow close enough to take advantage of the momentary channel made by the tug. Again, she turned around and returned to Woods Hole.

Saturday was properly termed "air-lift" day, with the planes being pressed into service to bring perishables, milk, bread and other supplies. The passenger and mail service followed the now familiar pattern, but the extra trips required for the food-stuffs kept the planes busy from dawn to dusk all that day.

The temperature finally rose above the freezing mark on Sunday. There was little wind and the "Uncatena" left Woods Hole

on time for her regularly scheduled trip. The tug "Towline", which had remained in port here, broke out a channel through the jetties entrance (always a key blockage point) and the "Uncatena" pushed her way into the harbor, arriving at the wharf at 1:30. She was quickly loaded with cars and trucks, and with a number of passengers as well, and an hour later began her return trip. The "Towline" and two New Bedford fishing boats, which had been ice-bound here since Tuesday, followed the motor vessel out of the harbor. At 3:30 the tanker "N. V. Gokey" came in with fuel oil, so that the channel remained open for several hours.

The thermometer continued to mark the thaw all day Sunday, with a high of 35 degrees being registered. It continued mild through Monday, with the snow vanishing steadily, but a heavy fog settled over the landscape and planes were grounded most of the day. With falling temperatures and an overcast sky, Tuesday dawned with flakes of snow again in the air.

The "Uncatena" came in during the afternoon but found the going difficult between the bell buoy and the jetties. She made her trip back and reported ice conditions in the sound had not materially changed.

Below freezing temperatures prevailed again on Wednesday, the thermometer registering 20 degrees above zero at daybreak. There was some question about the little motor vessel's arrival, although it was announced that she had left Woods Hole at the regular time that morning, as there were rumors that slush ice in her engine cooling system was to postpone the trip. However, she made port here around 2:20, not more than an hour behind schedule.

The last night boat to cross the Sound to Nantucket made the trip on January 12, so that we are now well along on the third week since the ferry "Islander" has made her way into Nantucket in the evening.

Wednesday found the sky clear, with temperatures hovering around 28 degrees, but little or no wind, and for a time the night sky was full of stars. Thursday dawned with the wind out of the west and weather so mild as to be in direct contrast to the previous week. Showers occurred at night but there was a clearing trend during the morning.

The Steamship Authority has announced that the steamer "Nantucket" will go back into service on February 20, which will be good news for all concerned.



The Coast Guard tug "Towline" broke into the harbor last Friday after six hours of bucking ice.



The motor vessel "Uncatena" finally managed to break her way into the harbor on Sunday afternoon, rounding Brant Point shortly after 1:00 o'clock.



From the Cliff the view of ice-blocked Nantucket Sound resembled an Arctic scene.

When the little "Uncatena" finally reached Steamboat Wharf at 1:36 PM Sunday, we were there to observe the select cargo being unloaded. Except for some cartons of books we'd been waiting for, all we noticed were shipments of roof shingles, potato chips and, of all things, fertilizer.

Yep, a couple of tons of 5-10-5 will be mighty handy these days.

First Air Photo of Ice-Locked Nantucket Nantucket Gets Food via Air



First air picture of ice-locked Nantucket. Photo by Julian Carpenter, Traveler camera man. At right, near center, is a plane bringing food supplies from the First National Stores to the isolated islanders.

Food supplies landed today at ice-bound Nantucket by Skyways plane chartered by First National Stores.

Nantucket citizens for days received no mail, no newspapers, no express, no food, no fuel. The ice floes between the island and the mainland are seven feet thick in places. One gazing to the west sees only a white sheet of frozen water, with here and there huge mounds pushed up by the tides, miniature icebergs which have become so large that they offer a real menace to navigation.

MAIL FOR NANTUCKET

But the Nantucket people will have plenty to read for the next few days—provided coast guard patrol boats succeed in getting through with two tons of mail. This mail, parcel post, papers, catalogs, and other than first class matter, was taken from Boston this morning by train to Woods Hole, the nearest accessible point on the mainland. Here it was loaded aboard the coast guard patrol boat 833 from base 18 at Woods Hole. The staunch 75-foot vessel then took off with its crew hoping it could penetrate the ice barriers. It was expected the crew would carry the sacks of mail across the ice, in much the same manner that Admiral Byrd and his expedition have trucked supplies from their ship to their Antarctic headquarters.

Cape Cod bay, looking north from Brewster on the mid-Cape, is a solid mass of ice. The "flats," or beach line extending a mile or more from the shore at low tide, appear to be frozen over around the inside of the Cape from Barnstable to Provincetown.

Shell fishing here as well as in other parts of New England where clams, quahaugs, oysters and other bivalves are found, has been stopped by the ice floes. Many fishermen who depend upon this for a livelihood in winter months have been deprived of their income and food which supplies their table, as well.

Clams are scarce in the markets and fishermen predicted a substantial increase in prices with moderating weather and an opportunity to open sources not spoiled by the unusual frigid weather.

COAST GUARD KEPT ON JUMP

Coast guard agencies have not been so heavily taxed since the great freeze

of 1917. Cutters have been called upon to attempt to break out choked harbors, bay, coves and rivers, and to assist vessels of various sizes and types frozen in. Many of the craft tied up by the ice bear coal, badly needed by communities.

Along Long Island sound, serious conditions exist, with the mouths of the Connecticut and Thames rivers frozen solidly. Cutters had the rivers free, but continued zero weather quickly closed them up again. Barges and oil tankers were frozen in and temporarily abandoned. Many craft anchored in New London harbor, awaiting opportunity to proceed to Norwich, 13 miles up river, and to Montville.

Along Buzzards bay fleets of small boats are tied in by ice in many small harbors. Ice floes have been packed into the bay by heavy winds and become frozen, so that mounds seven and eight feet thick are commonly sighted.

Residents of islands along the ice and rock bound Maine coast, such as Peaks, Long Island and Chebeague, are beginning to feel the effects of the long continued cold and the thick ice which has followed. Clapboard island is another.

The coast guard cutters Ossipee and Kickapoo have been busy breaking ice off the Maine coast. The ice fields have moved but little and consequently little damage has been done, but a sudden rise in temperature and release of the ice floes, weighing millions of tons, may cause widespread devastation as the ice goes out and is sent crashing against piers, boat and fish houses.

At Provincetown the coast guard was busy aiding fishermen to get their boats out of the water and ashore, to prevent

their damage by an ice field which is slowly moving into the harbor. It was feared the wharf used by the steamer Dorothy Bradford and Sklaroff's fish wharf would be seriously damaged by the floes.



UPPER MAIN STREET

MARCH 11
1934

NANTUCKET ICEBOUND— NO WATER IN SIGHT

A wireless dispatch from H. B. Turner, the Globe's correspondent at Nantucket, received at noon today, said that Nantucket was ice-bound, with the island steamer unable to break through the ice. According to the wireless everyone on the island is "happy and contented" despite an abnormal temperature of four below zero.

The wireless, addressed to the Globe, said: "Greetings to America from ice-bound Nantucket. No water in sight. Steamer unable to break out of harbor. Lowest temperature four below. Everybody happy and contented."

1934

Third Northeast Storm of Winter Adds to the Woes of Nantucket 1961

The third northeast snowstorm of the winter swept over Nantucket last Saturday and deposited 14.4 inches of snow on top of the pile of snow already on the ground from previous storms.

The snowfall would have been much heavier but for the rain and sleet that fell intermittently through the day. As the storm swirled into the island area it brought with it winds that averaged about 43 miles per hour and also sent the temperature rising to about 36 degrees. This marked the first time in 16 straight days that the temperature went above the freezing mark. The cold wave preceding the storm set a new all-time record for

consecutive days of below freezing temperatures. The previous record of 15 straight days of sub-freezing weather was set in December, 1892, and January, 1893.

Superintendent of Street Matthew L. Jaekle had the snowplows and Highway Department men out early keeping the streets in town as well as the out-of-town roads open. However, hardly a sidewalk in the town area was shoveled and pedestrian travel was difficult particularly for elderly people. In all sections, with the exception of the downtown business area, pedestrians had to walk in the streets and were forced to climb snowbanks at times to get out of the way of vehicles.

Many places on the mainland recorded winds of 70 miles per hour and higher but the highest recorded at the Weather Bureau at the airport was 56 miles from the east at 10:20 Saturday morning. By 6 p.m. it was blowing a steady 50 miles per hour and the wind seemed stronger on the wharves as it was almost impossible for a person to move against it. On the Cape at the same time gusts of 72 miles an hour were being recorded at Chatham.

The Steamer "Nobska" was held in port by the storm and was not able to make the return trip to the mainland until Monday morning. All plane service was cancelled for the day.

High tides were recorded in other coastal areas but it is believed the frozen condition of the harbor and outside the jetties prevented the tide from rising above normal. There were no reports of flooding at any place on the island.

There was very little storm damage reported. Only 20 telephone customers lost their service temporarily and the Nantucket Gas and Electric Company said they had a few lines down but nothing serious. Charles G. Snow, general manager of the company said, "We shut off Siasconset, Polpis, and Monomoy for a few hours Saturday night as a precaution and restored the power at 1 a.m." Reports from other sections of the town indicated that some householders were without heat for some hours, due to power failure.

At 6 p.m. the Fire Department was called out for a short circuit on a pole at Cliff Road and Centre Street. Fire Chief Irving T. Bartlett said the short circuit also caused the wire tapper in the home of John Gaspie, a Fire Department driver, on North Liberty Street, to burn out. No damage was caused.

The only serious property damage caused by the storm was the toppling of a 50-foot metal light pole in the car parking area at the First National Store on Sparks Avenue and the blowing away of a light from another metal pole at the same place.

On Sunday the weather was beautiful and the bright sun turned the island into a veritable winter wonderland. The east side of practically every house and building was coated with snow and the icy covering it received from the rain and sleet of the storm made everything sparkle like a forest of diamonds. This created a rush of camera lovers all about the town anxious to record the many beautiful scenes on film before the warm sun melted the snow and ice cover from the buildings, the tall, stately trees lining the streets and the smaller trees and bushes in front of the homes and estates on the island.

One good result of Saturday's storm was that it broke up the ice field that was holding the island in its grip and most of the broken ice floes went out into the sound. Woods Hole and Vineyard Haven reported a large amount of the ice field entered their harbors and caused delays and some cancellations of trips by the "Nantucket" between these two ports.

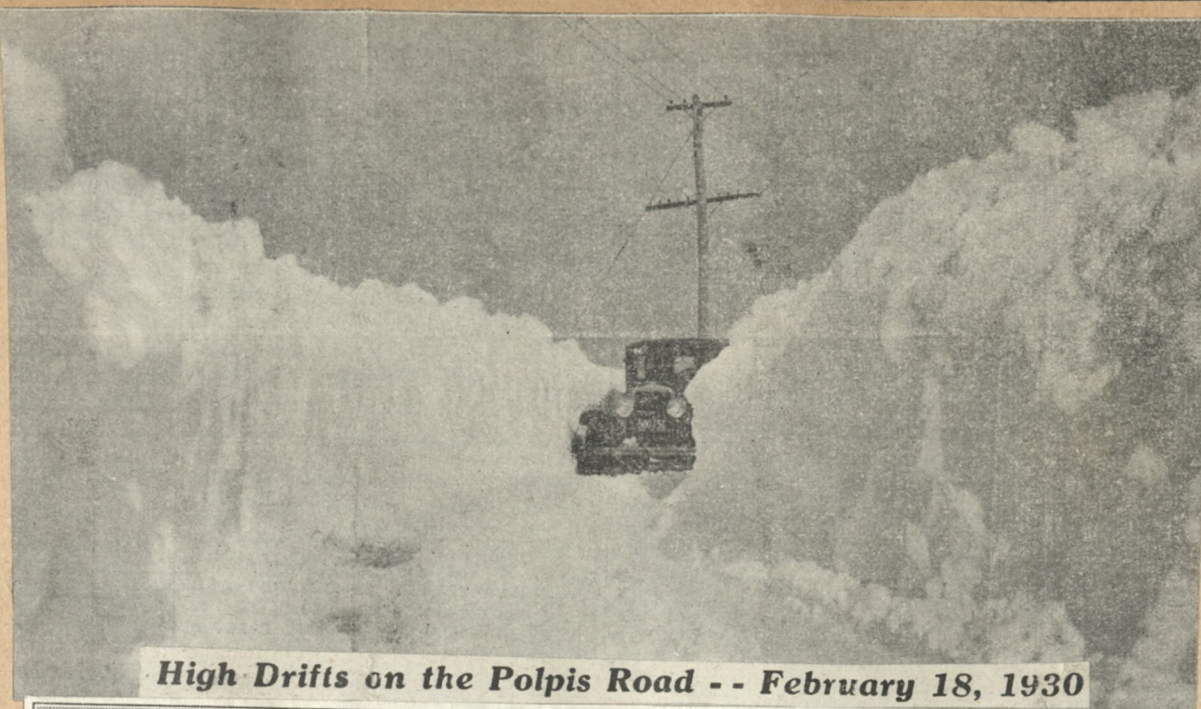
The Coast Guard reported the ice pack dragged the Cross Rip Lightship off its position and the tug "Acushnet" was sent to tow the lightship to Woods Hole where it will remain until the ice has cleared out of the sound. It is also reported that practically all of the buoys are out of position at the present time.



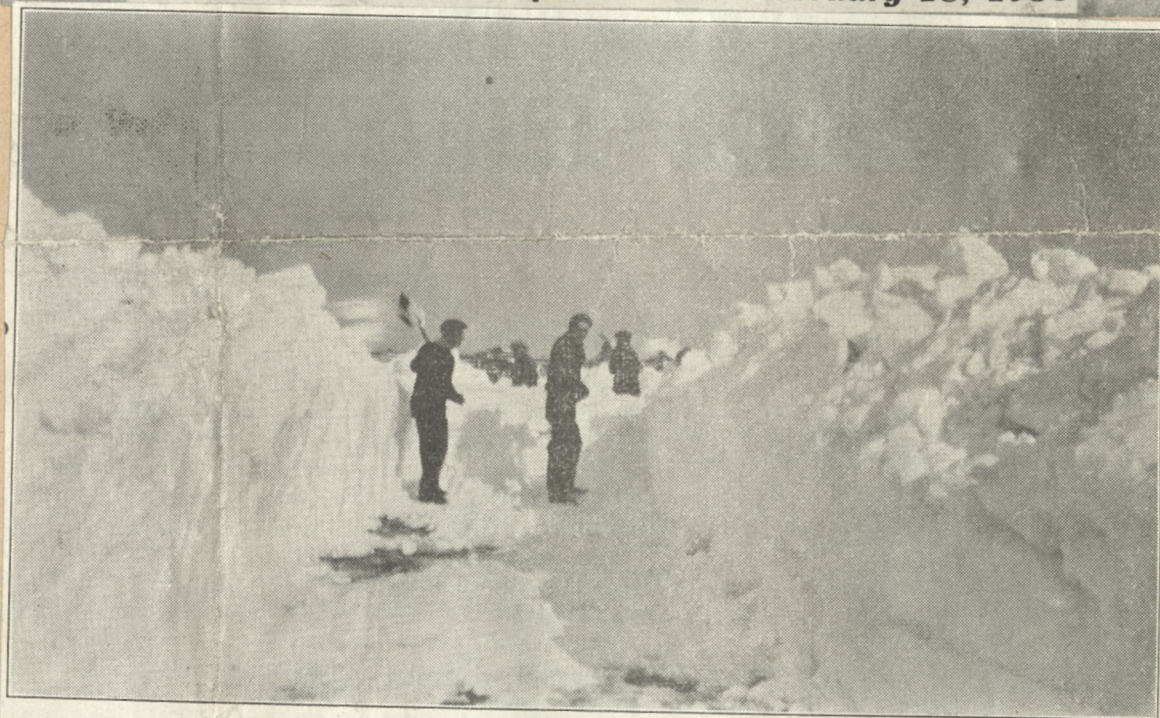
Photo by Studio 13

Eeling through the ice at Madaket Harbor this week was very popular. Note the eels at the lower right.

February 18, 1930, at the top of "Gordon's Hill," on the Polpis Road.
 We understand that there have been drifts of 12 feet or more
 in the outlying sections of Nantucket following Wednesday's 23rd
 snow



High Drifts on the Polpis Road - - February 18, 1930



Another road badly blocked was the Hummock Pond road. This important highway was used by the farmers, and the snow blockade caused a milk shortage in town. The view shows workmen cutting through the big drift at the sharp turn near the Prospect Hill cemetery.



A rather unusual camera study was afforded by the drift which formed in front of the residence of Mr. and Mrs. Frederick L. Ackerman on Mill Hill. The observing photographer had snapped this picture a few hours after daylight on the morning of Sunday, February 16. A few hours later the drift "backed up," an unusual phenomenon caused by a sudden shifting in the wind direction.

It took three days of laborious work to open up the roads so that the villages of 'Sconset, Polpis and Wauwinet were once more available to the townspeople, and the all important fire protection assured.

Nantucket's 'Underground Moon'

Aug 21 And The Weather. 1933

The fact that the underground moon brought such bad weather the last two weeks has naturally produced a lot of curiosity, among those who are not Nantucketers, regarding the meaning of this expression "underground", as so often quoted by the islanders for generation after generation. Every day we have been besieged with inquiries, in person and by 'phone, to know what it was all about.

The Inquirer and Mirror's Nantucket calendar, printed last December, announced that there would be an underground moon on the 21st of August, which was last Monday. Nantucketers, of course, knew full well that it meant a number of days of unpleasant weather, until the effects of the underground moon wore off. So they were not at all surprised when conditions became bad at the last week-end, with rain and fog and wind and heavy seas for days in succession.

Of course, the Weather Bureau and the astronomers place no faith in the underground moon and disdain the very idea that it can be an omen of bad weather. But that does not shake the belief of Nantucketers therein and whether the weather experts or the star gazers agree or not, the islanders will continue to hold to their belief and predict a spell of unpleasant or unusual weather whenever an underground moon is booked to put in an appearance.

Nine times out of ten the omen has been proven reliable and we'll continue to stick by it. Years and years ago, the Nantucket skippers would not start on a whaling voyage if an underground moon was in prospect—they were not taking any unnecessary chances. They would wait until it had passed and everything was serene again.

When heading for Cape Horn they would not start around that unruly section of the world on the approach of an underground moon—they would wait for more favorable conditions.

In log-books and in old diaries, written a half or three-quarters of a century or more ago, there is frequent reference made to the underground moon, which for generations has been considered "one of Nantucket's peculiarities" which has not received any credence from those who make a scientific study of the weather, the moon, the stars, etc.

Howbeit, the underground moon itself proves its own theory, as was shown this week. For months in advance The Inquirer and Mirror's calendar stated that there would be an underground moon on August 21st. Can anyone say there wasn't? The weather itself showed that there was and that it fully lived up to its reputation.

The weather experts and the astronomers have a right to their views and their opinions—and so have the Nantucketers—so there can never be any quarrel over the underground moon.

AN OLD-TIME "UNDER-GROUND MOON" SKETCH



The above sketch appeared in these columns about thirty years ago, when the "under-ground moon" was under one of its periodical discussions. The "Old Farmer's Almanac" is being scanned under a magnifying glass; the old Town Crier is depicted making his announcement; in the centre a couple of "brownies" are apparently attempting to dig the moon up out of the ground; and below some college students from Vassar and Smith appear to be in the dark and searching for light about this peculiar Nantucket idea of an underground moon.

But "what is an underground moon?" the folks are asking who are not familiar with Nantucket and its lore, its traditions and its peculiarities. We have answered this question so many times that it seems almost useless to do so again. Articles on the underground moon have appeared in these columns many, many times during the last fifty years—sometimes several times a year—and we have repeatedly given the desired information, both verbally and in print, only to go through the same thing again and again. But here it is once more:

An "underground moon" is when the moon makes its change "underground"—below the horizon—at "no" hours—between 12 and 1:00 o'clock. When the change occurs "underground" on a new moon or a full moon, it is claimed that attending weather conditions will be more severe than at other periods. At any rate, an "underground" moon is an ill omen for Nantucketers.

It is nothing new. Perhaps it is a Nantucket tradition or something of the sort—a heritage from our forefathers. In every household, Robert B. Thomas's Old Farmer's Almanac was looked upon by our forebears as a reliable bit of meteorological forecast and astronomical data. It had a place in nearly every chimney corner of Nantucket, and was consulted daily as diligently as are the weather forecasts of the present day.

In early times the moon was believed to exercise a strong influence over weather conditions, and the hour and its position in relation to the sun at the time of its changes, were looked up, and from this the immediate future weather was forecasted. Recent scientific research by the U. S. Weather Bureau has pointed out that the moon has no influence whatever upon the weather. But this latter theory is not accepted by all to the manor born, and among old and

periods of underground moons as they do that the sun will rise the day following its setting.

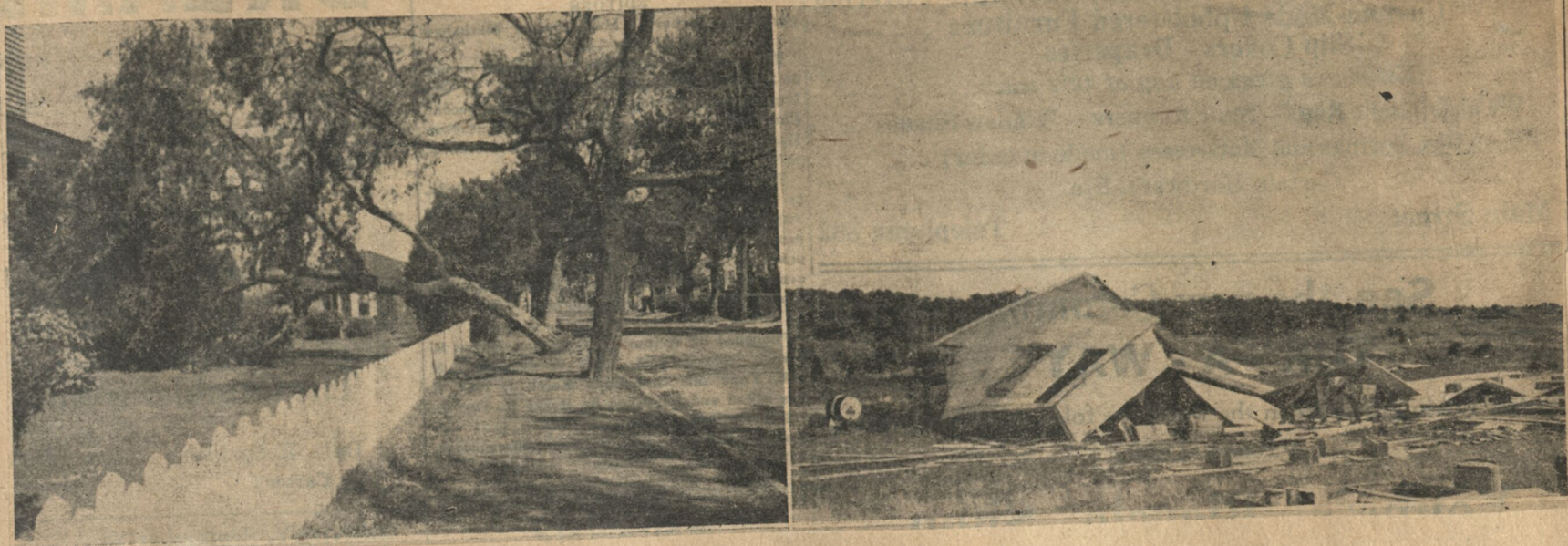
The nautical almanacs assume there to be no hour between 12:00 and 1:00 o'clock, and when during any month Lunar makes a change between 12 midnight and 1 a. m., or between 12 and 1 p. m., it is known as an "underground moon", and believed that bad weather will attend. It is contended that the change occurring between midnight and 1 o'clock in the morning young in our community there are as firm believers in the influence of the moon upon the weather as there were when this was the general belief of our elders.

Some of these people hold fast to the Old Farmer's Almanac readings, and are not convinced that modern science has settled the problem and they put forth data in support of their position that is frequently indisputable; and they rely as strictly upon the coming of bad weather at the

brings storms of greater severity than the change occurring between noon and 1 p. m., and it is the true blue "underground moon". The title "underground" is given because the moon then hides herself, keeps out of sight—shamefacedly, as it were.

Strict believers in this declare that careful records they have kept have proved beyond doubt that their contention is secure against refutation. They do not attempt to explain it, saying it is up to astronomers to do that, if they want to. Nantucketers will not care what aspersions or reflections are cast upon the "underground" moon—it will take care of itself and stand by its own reputation, just as it has done this week.

Hurricane Edna Visited Nantucket Briefly *Sep 11, 1954.*



"Doria" Storm Surf Aug. 28, 1971.





The Great Woods Fire of April 10th, 1968,
viewed from South Beach

"The Great Fire" of June 2, 1838, Cost Nantucket \$100,000.00.

By Edouard A. Stackpole.

Whenever a great conflagration takes place in any community it is generally referred to as "the great fire" of that certain year. Nantucket's "Great Fire" took place one hundred years ago this coming July, known as "the fire of 1846," which devastated the entire business section of the town.

The extensive damage and horror of this "great fire" has so overshadowed others that it has completely hidden the fact that the 1846 fire had two fore-runners—two disasters which swept smaller sections of the town—making three major conflagrations which took place within a ten year period.

The first of these great fires took place in 1936, when a blaze broke out in the dwelling of E. Starbuck, on the corner of Main and Union streets—known as the Washington House. Before the blaze could be brought under control it had swept through four other dwellings and stores in the vicinity, consuming barns and small shops, also, and causing damage to the amount of between \$35,000 and \$40,000.

This had been the worst fire up to that time in the history of the island, and the citizens of the town were determined that the volunteer fire companies, which had done such yeoman service, would never again be called upon to fight such another conflagration as had occurred on May 10, 1836.

But two years and 23 days later—June 2, 1838—there occurred "an awful conflagration," (as the editor of

The Inquirer so worded it), "by far the most extensive and disastrous ever experienced in this community. It commenced a few minutes past 2:00 in the morning of June 2, and raged with unappeased fury for nearly four hours."

The fire originated in the ropewalk of Joseph James, sparks from a steam engine starting the blaze in some rope material. The walk was "in the rear of Union street." A strong southwesterly breeze was blowing, which enabled the flames to spread rapidly, not only throughout the length of the ropewalk but into numerous other structures close by which contained considerable quantities of highly combustible materials.

In the words of an eye-witness: "It was truly 'wild-fire.' No sooner had the alarm of the fire-bell sounded in my ear than I sprang to the window, to see in what direction the fire lay. The appearance of a cloud of smoke and fire, as if it were a man's hand, first presented itself; and though with immediate and inexpressible haste I 'girded up my loins,' that I might not be in the rear of my fellow citizens, who were hurrying one and all, with their pails and buckets to the scene of the conflagration, the horizon, ere I could get out of my room, was almost instantly illumined. Like wild-fire the flames had spread throughout the ropewalk, where the fire commenced, removing all hope of saving any part of the premises, which were at least 300 feet long."

Due to the nature of the strong southwesterly breeze, the flames leaped across intervening spaces quickly. The firewards, realizing that something must be done swiftly, tried to forestall the spread of the flames.

When Main Street Sustained Its First Serious Fire May 10, 1836



The blaze is shown consuming Elisha Starbuck's Washington House. Before it was brought under control, the fire had swept through four other dwellings and shops in the vicinity causing damage totalling \$35,000.

Union street—and adjacent property—were regarded beyond possibility of safety, and the order was given to save as much of the moveable furniture as possible. The dwellings and stores were soon thronged with volunteers clearing the rooms.

But the flames, in their extent and height under the high bank, created a back current of hot air, and instead of spreading in the direction anticipated the blaze literally leaped back, firing the candle house of Philip H. Folger, and then creeping to the equally large manufactory of James Athearn.

An immense stock of valuable sperm oil was soon afire. Against this terrifically hot wall of flame, the fire-engines were helpless. To make the situation worse, the heat began to expode the casks and the oil, igniting immediately, began to run like liquid fire, spreading out upon the waters of the harbor, so that the wharves and the sloops and ships were imperiled.

This new danger found the fire-fighters practically helpless to check the growing conflagration. The tide was coming in, the burning oil being swept by it into the property of Matthew Crosby & Son, converting the extensive warehouse with its stock of oil into a raging furnace of white-hot flame.

The entire waterfront section from Old South to Commercial wharf was now afire, and the lower part of the town was in imminent danger of being destroyed. The firewards decided that gunpowder was the last resort and, upon their orders, intermediate houses and shops were blown up. The explosions could be heard all over the island.

At the height of the fire, the smoke and flames rose to a great height, and when oil-created gases exploded into flame amidst the smoke high over the burning buildings, it was like a scene out of Dante's Inferno.

Large quantities of oil floated into and through drains beneath the ropewalk, running into the low and marshy ground at what is now the north and south sides of Coffin street. Much of this oil was afterwards recovered. But the bulk ran into a big ditch, became ignited and did much to spread the flames.

In the meantime, one or two sick people had to be carried out of their houses on litters. The townspeople who were unable to save anything from their burning homes placed their families beyond danger and joined the fire-fighters.

But while the male population was engaged in the strenuous battle with the flames, the women were not idle. They employed themselves in carrying around refreshing drinks, "to enable the men to sustain, as far as they were able, the fatigue and labor to which they were called."

A contemporary fire-fighter reported thus:

"Never did I witness so much consideration and sympathy; all seemed to suffer, all felt, as it were, the loss and all were willing to do what they could! And had it not been for these combined and extraordinary efforts, I verily believe the devastation must and would have been incalculably greater."

Nantucket had never before experienced such a scene. No candle-house had ever burned before in its entirety—the business center of the town had suffered only one bad fire previously.

The following day revealed the burned-over area in all its backened bareness. From Union street to the waterfront between Old South and Commercial wharves, not a building was left standing. The ruins were made further unusual by the fact that very little evidence of the cluster of buildings which had stood there remained. Aside from several mounds of bricks, the area was absolutely bare.

When first surveying the ruin and desolation, it was believed that the conflagration had cost the town some \$200,000 loss. But it was later found that two lots of oil—presumed lost in adjoining warehouses which had been partially consumed by the flames—were intact. One lot was valued at \$60,000.

In commenting on the rapid spread of the flames, Editor Samuel Haynes Jenks, of *The Inquirer*, wrote:

"It was only by the most incredible exertions of the fire department and citizens generally that the flames stayed within the bounds of even this spacious area. On this occasion the aid of gunpowder proved to be of material benefit. Four dwelling houses, one store and one work-shop were blown up in order to arrest the progress of the flames. These operations were admirably performed under the direction of George B. Upton, Esquire, without personal injury to a single individual, and doubtless to the effectual preservation of a very compact neighborhood, embracing an immense amount of property."

The following prophecy by an eye witness is interesting. The fire has been so devastating that it was not believed possible that its duplicate would ever take place—and, yet, only eight years later, an even greater conflagration swept the business section of the town. The contemporary witness wrote:

CONT. "Fire"

Town Meeting

"Whether the fire originated in accident, neglect, or in any other way, it is not for me to determine—the like I hope will never recur—but witnessing as I did the unwearied efforts of the Fire Department, I must say they afford a reasonable security that with due precaution and with such exertions as they put forth, no fire in Nantucket can ever again become so extensive and alarming."

* * * * *

The candle-house manufactories of Daniel Jones, Philip H. Folger and Valentine Hussey were totally destroyed; the oil establishments of Matthew Crosby and James Athearn were destroyed with immense quantities of oil; the dwellings of Walter Folger, Jr., J. N. Bassett, H. Crocker, T. Morris, S. Dunham, C. R. Gardner, W. Hodges, S. Ames, J. Cushman and J. Crosby were burnt down, as were shops of Gilbert Coffin, J. Meader, R. Rawson, T. Barnard, L. Fisher, together with a twine factory belonging to Reuben Bunker.

The most important losses were sustained by the following: James Athearn, \$46,000; French & Coffin, \$32,000; Matthew Crosby & Son, \$24,000; Daniel Jones & Sons, \$23,000. These represented oil stocks and supplies and buildings.

Joseph James, ropewalk and stock, \$13,500; Valentine Hussey and his brother, oil manufactory, \$10,000; Philip H. Folger, the same, \$8,000; R. Bunker, twine factory, \$2,000.

Dwellings—Harvey Crocker, \$4,000; James N. Bassett, \$3,200; Walter Folger, Jr., \$2,200; widow of Jesse Gardner, \$1,000; S. H. Ames, \$2,500; Henry Swift, \$2,800; William Hodges, \$900; Jesse Crosby, \$650; Thomas Coffin and William Alley, \$900; John Elkins, shop, casks, etc., \$1,800; Chas. F. Gardner, furniture, \$600; Thomas Morris, paints, etc., \$1,750; Leonard Fisher, shop, tools, \$750; William P. Smith, Jabez Cushman, Alexander E. Gardner, Grafton Gardner, Thomas G. Barnard Chas H. Wyer, John G. Thurber and George Gardner lost approximately \$300 in tools and furniture.

A special town meeting was called on Saturday evening, June 2, to adopt measures of relief and investigate the cause of the fire. James Mitchell, Esq., was chosen moderator.

A committee composed of Barker Burnell, Charles Bunker, George B. Upton, Obed B. Swain and Aaron Mitchell was chosen to investigate the cause of the fire. Two of the important questions put to the committee were: "To inquire whether the watch was vigilant during the night," and "To inquire whether the place where the fire originated was dangerous on account of fire."

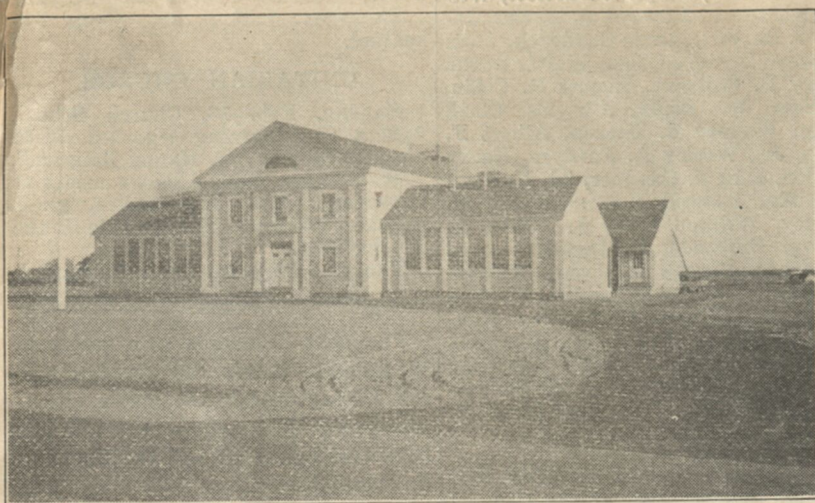
One of the important resolutions adopted was that a committee of 20 citizens be chosen to receive collections "here and abroad" and to disburse the same according to its best judgment.

This committee was made up of the following: Aaron Mitchell, Charles G. Coffin, David Joy, George B. Upton, George C. Gardner, Charles Bunker, John H. Shaw, Barker Burnell, James Mitchell, Frederick C. Macy, Edward M. Gardner, Joseph Starbuck, Obed B. Swain, Nathaniel Barney, Thomas Macy, Richard Mitchell, Peter Macy, Charles Mitchell, Charles P. Swain, Samuel B. Tuck. To this membership were later added Harrison G. O. Dunham, Roland Hussey, Peter Folger, Newell Sturdevant, Simon Parkhurst, Henry Swift, Matthew Starbuck, John W. Barrett, Thomas Coffin and George Cobb.

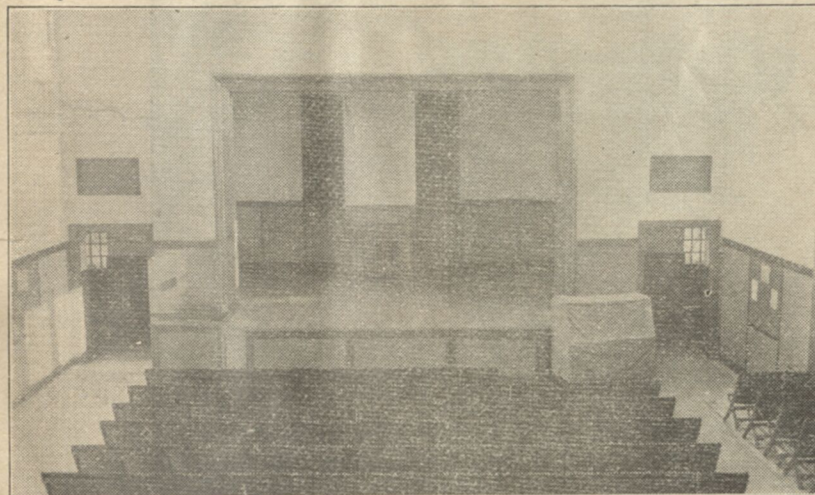
A vote taken at this meeting, which is of particular interest today, is as follows:

"That said Committee be requested to take into consideration the propriety of limiting the height of wooden buildings, either by Ordinance of the Town or otherwise; and report at an adjournment of this Meeting."

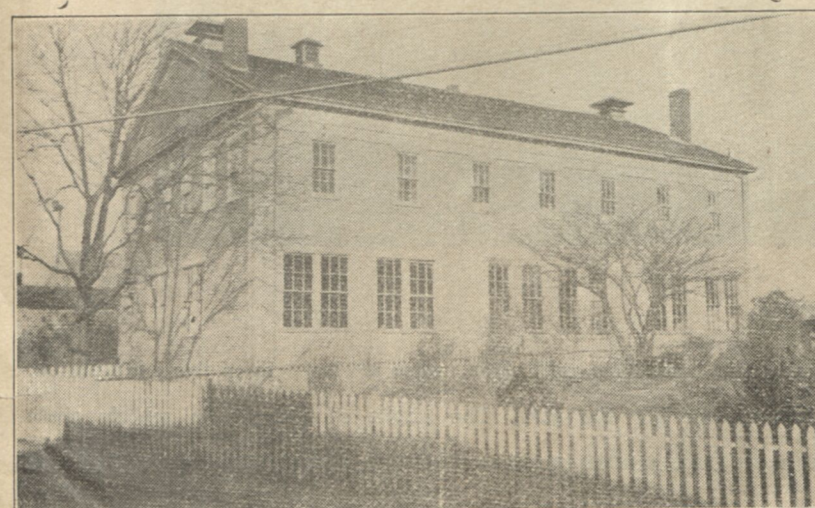
Boy's Club



THE CYRUS PEIRCE SCHOOL, SOON AFTER ITS COMPLETION. Plans of the Special Committee call for an addition, housing an auditorium and gymnasium, and the unit to comprise the new high school.



The Auditorium of the Cyrus Peirce School, would become a Study Hall.



THE OLD SOUTH SCHOOL, WHICH STOOD ON ORANGE STREET.



Howard M. Jelleme, Nantucket contractor, this week was awarded the contract to construct the new Nantucket Boy's Club complex with a bid of \$236,729.

Construction at the Sparks Avenue site is to begin next Thursday, according to Club Director John Roche. The building is scheduled for completion one year from the date of the signing of the contract.

Other contractors who sub-

mitted bids were G. W. Carpenter of Fall River, \$248,891, and Gerald E. McNally of Somerset, whose company is now building the Town and County complex, \$263,444.

Allen Congdon was the architect for the new club. He donated his services. The entire area will include athletic fields and outdoor basketball courts in addition to the planned building.

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The new clubhouse, an architect's drawing of which is shown in the accompanying photograph, will include a game room, a senior boy's room, a gym and locker room, photo room and library, an arts and crafts room, a small kitchen, and two larger rooms for girls' activities.

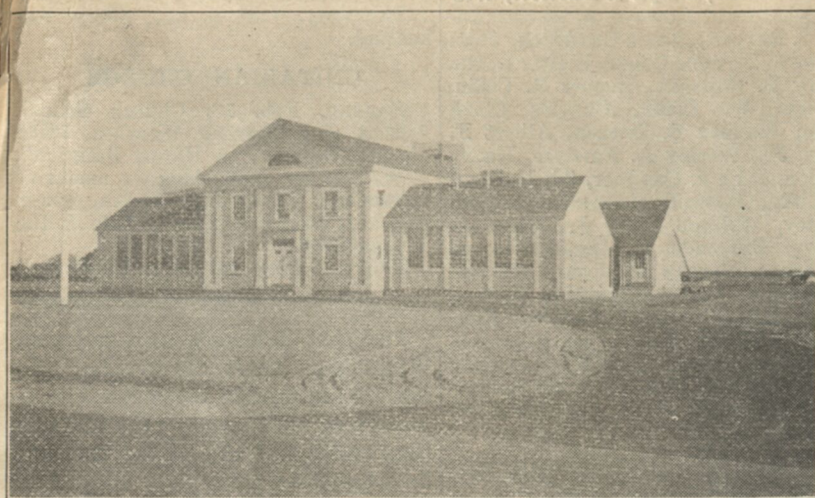
NANTUCKET BOYS' CLUB DAY PROGRAM

sponsored by the
Rotary Club of Nantucket

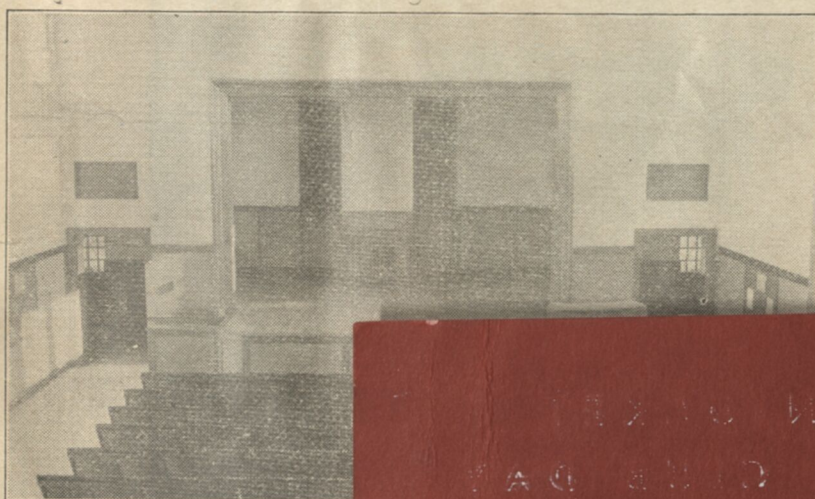


Fourth Of July
1951

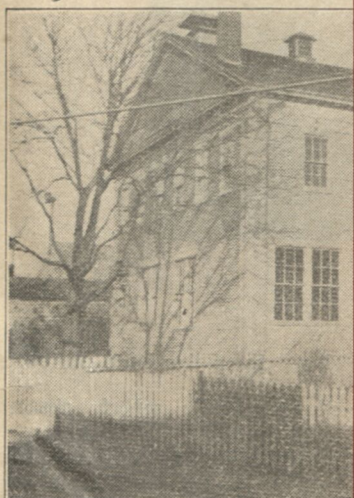
Boy's Club



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The Auditorium of the Cyrus Peirce School



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Nantucket, Massachusetts
Allen R. Congdon - Architect

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"THE FOURTH IS THE THIRD"

Nantucket Boys' Club Day.

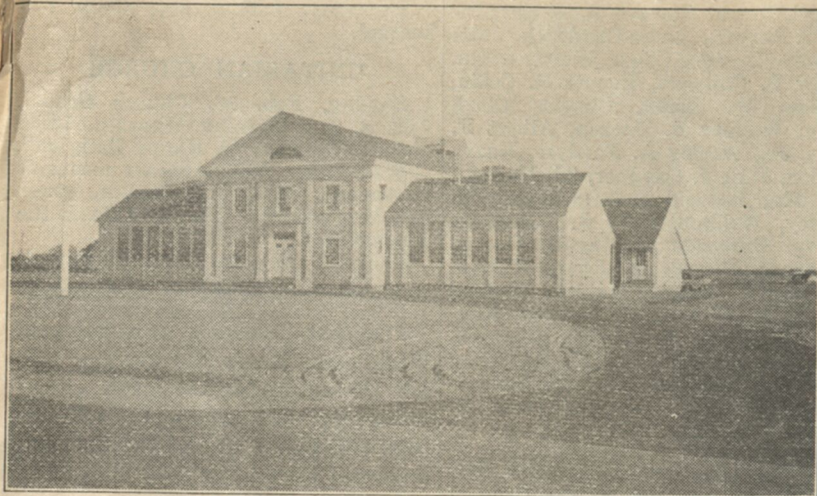
In 1949, the Honorable Board of Selectmen of Nantucket proclaimed that the Fourth of July would be "Boys' Club Day". This marks the third anniversary of that proclamation. It also marks a new era in the development and operation of the Nantucket Boys' Club.

During the past winter, the Club was admitted to membership in the Boy's Clubs of America, and a substantial contribution was received from that organization to assist in the completion of our local club. Through the Boys' Clubs of America, a highly trained Executive Director was procured, together with a full-time assistant specializing in physical education. Membership rose from eighty-six to well over two hundred boys. A basketball league was formed, and proved very successful in developing a number of evenly competitive teams; various specialized courses were made available to the boys, and a number of new interests introduced.

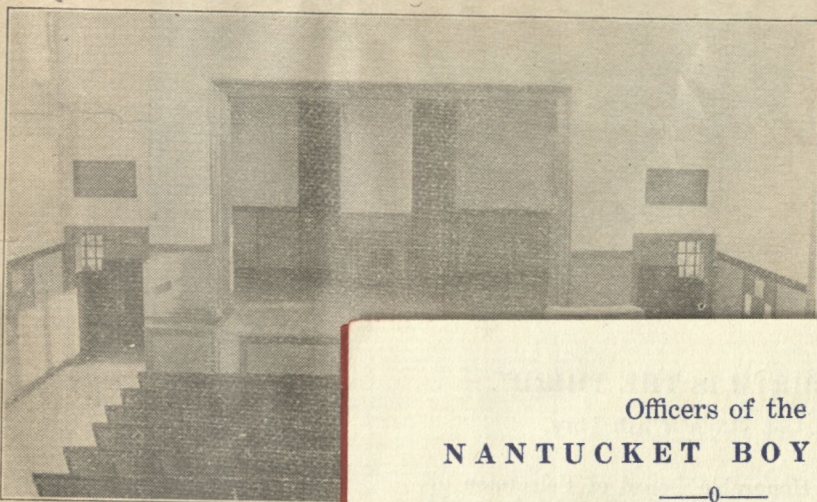
To help finance this program, an appeal was made to a number of those who had indicated special interest in the Club to serve as Honorary Trustees. The response was highly gratifying to the Board of Directors. Approximately forty of those asked made contributions of one hundred dollars each to further the progress of the Nantucket Boys' Club, and a general appeal for funds, which is now in progress, promises to be equally successful.

This year's "Boys' Club Day" has been sponsored by the Nantucket Rotary Club, under the chairmanship of Mr. Leroy Pease. Many have contributed their time; others have made sizable donations to make this year's "Boys' Club Day" the best yet. Our thanks are due them. Appreciation is also due Mr. Lawrence Miller for his generosity in granting the use of the Harbor House beachfront property for the Boys' Club Festival, and to the many others who have given their time and energy in preparing the grounds.

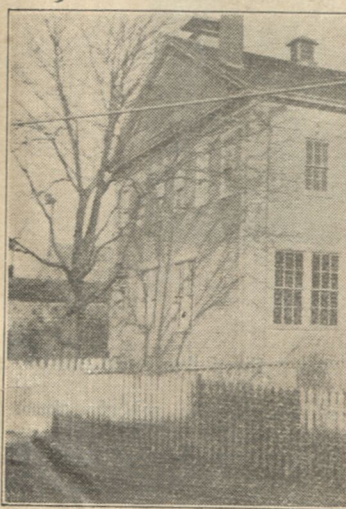
Boy's Club



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Nantucket, Massachusetts
Allen A. Congdon - Architect

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Officers of the NANTUCKET BOYS' CLUB

Louise Brooks
Honorary President

George DuBock
Executive Director

Nicholas J. Chrisicos
Associate Director

Board of Directors

Robert D. Congdon
Charles P. Flanagan
Donald S. Gifford
James K. Glidden
John W. Grout

Kent K. King
John C. McGlinn
Dr. Ernest H. Menges
Leroy A. Pease
Russell E. Pope

Albert L. Silva

Honorary Board of Trustees

Mrs. F. W. Armstrong	Mrs. R. A. McCloud
Mrs. Julian Burdick	Mrs. F. Fischer Meyer
Mr. Irving H. Burnside	Mr. Leeds Mitchell
Mrs. Marjorie Burns	Maj.-Gen. F. L. Parks
Mrs. Winthrop L. Carter	Mr. and Mrs. W. Pearson
Mrs. George A. Clapp	Mr. Walter G. Pollak
Mr. Everett U. Crosby	Mrs. Joseph M. Price
Mr. Louis Davidson	Mrs. Edmunds Putney
Mr. Robert Elder	Miss Marion Rawson
Mrs. G. I. Fletcher	Mr. Everett G. Reid
Mrs. Natalie B. Gates	Mrs. Lister C. Reighley
Mr. David Gray	Mr. Henry A. L. Sands
Mr. Lewis Greenleaf	Mr. Justin G. Sholes
Mrs. Julian Harris	Mr. Sherwood W. Smith
Mr. W. P. Houghton	Mrs. Samuel Snelling
Mrs. Isobel Kitchen	Mr. Robert W. Stark
Mr. Ralph H. Lindsay	Mr. Walther A. Stiefel
Mr. Kimball A. Loring	Mr. Gilbert Verney
Mrs. A. E. Marshall	Mrs. Henry A. Willard

Wauwinet Tribe, No. 158, I. O. R. M.

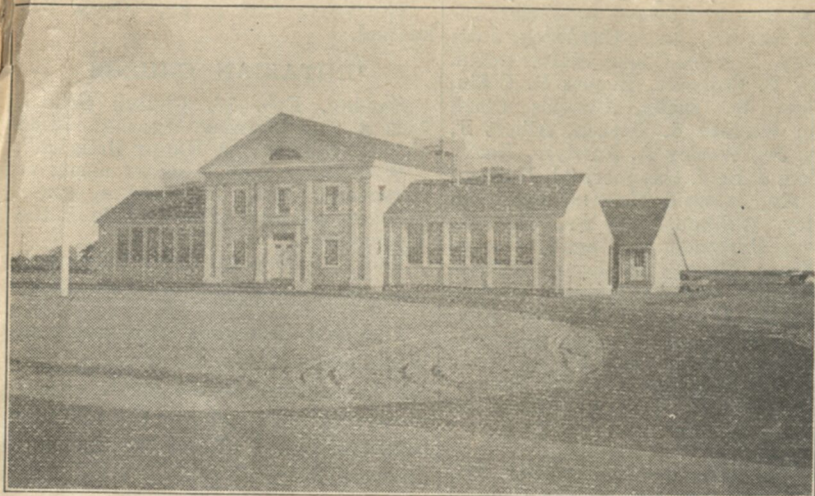
PROGRAM

MORNING EVENTS

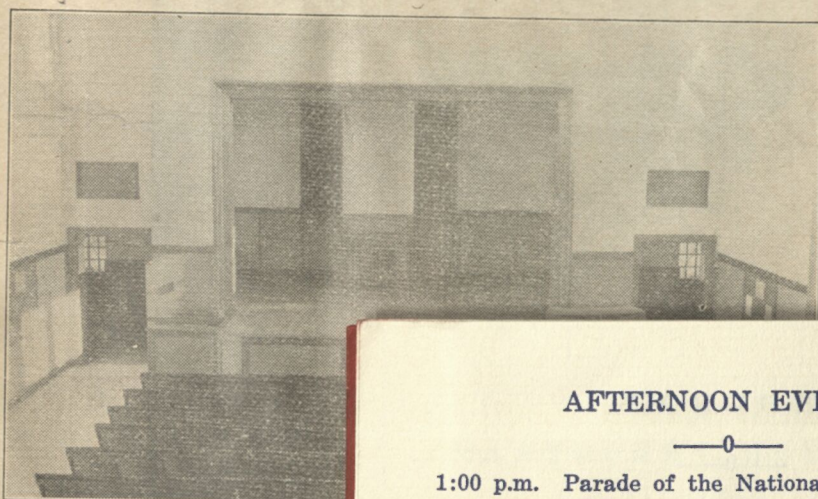
From 10:00 a.m. to Noon
Athletic Events will be held at
Post Office Square

Event	Age Group
1. 50-yard dash	8 through 10 years
2. 50-yard dash	11 through 13 years
3. Three-legged race	open—8 couples
4. Sack race	open—10 contestants
5. Costume relay race	open—4 teams of 8
6. Watermelon-eating contest	(winning team of event No. 4)
7. 25-yd. wheelbarrow race	11 through 13 years
8. Tug-of-war	20 contestants on each team

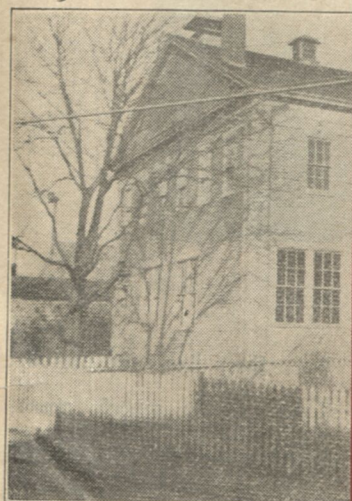




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The Auditorium of the Cyrus Peirce School



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Boy's Club



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Allen A. Congdon-Architect

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AFTERNOON EVENTS

—0—

1:00 p.m. Parade of the National Band of New Bedford, Mass.

Route— Starts at rear of Dreamland Theatre and proceeds through South Water, Broad, Center and Main Streets, along South Water and South Beach Streets to the Wallace Boat House property, North of the Yacht Club.

1:45 to 2:45 p.m. Band Concert by the National Band of New Bedford, Mass.

3:00 p.m. Doll Carriage Parade.

Prizes: 2—Prettiest

1—Most Original

1—Most Patriotic

Plus a token prize for all entries.

—0—

"Tiny" Day and Bette Van will entertain during the afternoon.

—0—

ALSO ON THE CARNIVAL GROUNDS

There will be all sorts of

Games!

Fortune Telling!

Pony Rides!

Speedboat Rides!

Cruiser Rides!

and last, but not least,

An Old Nantucket Auction!

FOR YOUR PLEASURE

Hot Dogs

Pop Corn

Balloons

Ice Cream

Soda Pop

Novelties

EVENING EVENTS

—0—

7:00 p.m. Parade of the National Band through downtown streets, ending at the Carnival at the Wallace Boat House property, South Beach Street.

7:30 to 8:30 p.m. Band Concert by National Band of New Bedford, Mass.

9 p.m. to closing—Open-air dancing.

ALSO—

Games! Fortune Telling!

Old Nantucket Auction

Cruiser Rides

Pony Rides

Open-air Dancing

FOR YOUR PLEASURE—

Hot Dogs

Pop Corn

Soda Pop

Balloons

Novelties

Fun Galore!

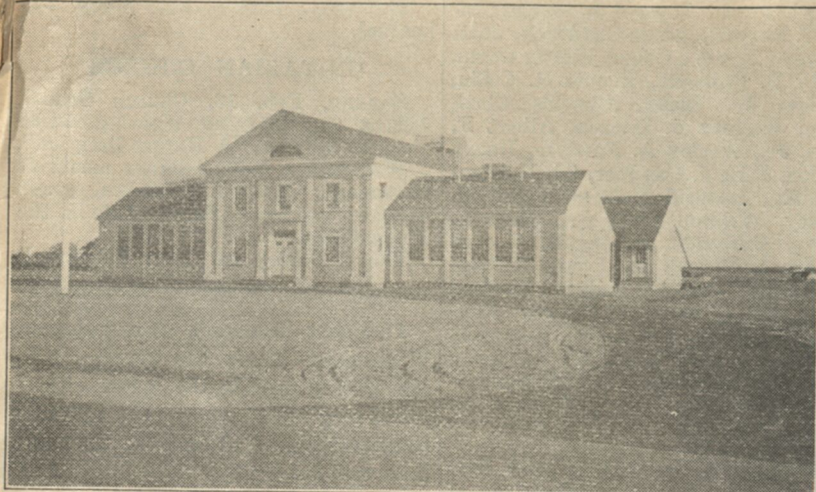
Ice Cream

The drawing on all raffle items will be held at 10:30

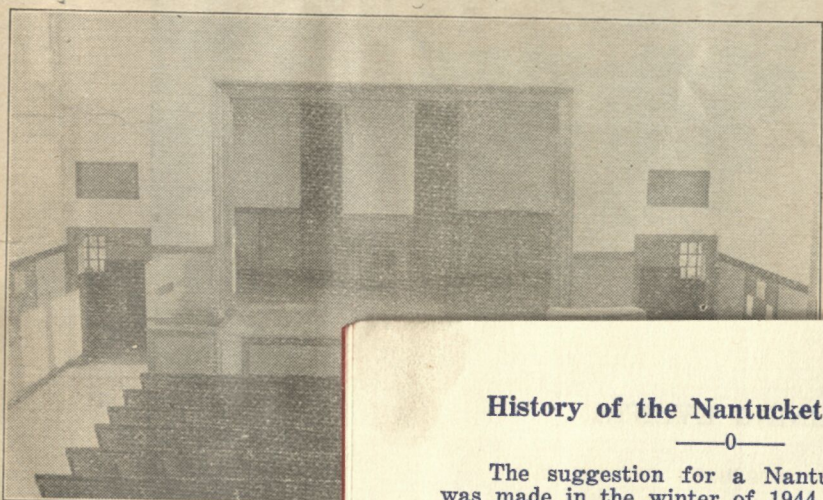
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The Nantucket Boys' Club extends its sincere appreciation to the Musician's Protective Union, Local No. 214, American Federation of Musicians, and the National Band of New Bedford, Mass., for the donation of their services.

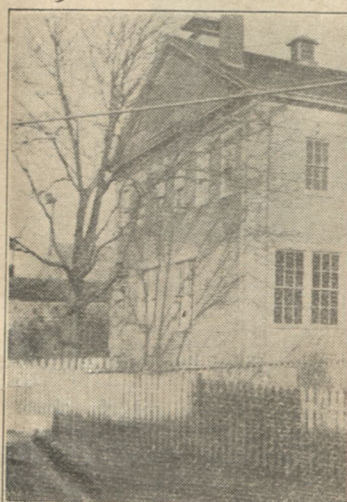
Boy's Club



THE CYRUS PEIRCE SCHOOL, SOON AFTER ITS COMPLETION. Plans of the Special Committee call for an addition, housing an auditorium and gymnasium, and the unit to comprise the new high school.



The Auditorium of the Cyrus



THE OLD SOUTH SCHOOL, V

The Nantucket Boys Club
Nantucket, Massachusetts
Allen A. Congdon - Architect

Howard M. Jelleme, Nantucket contractor, this week was awarded the contract to construct the new Nantucket Boy's Club complex with a bid of \$236,729.

Construction at the Sparks Avenue site is to begin next Thursday, according to Club Director John Roche. The building is scheduled for completion one year from the date of the signing of the contract.

Other contractors who submitted bids were G. W. Carpenter of Fall River, \$248,891, and Gerald E. McNally of Somerset, whose company is now building the Town and County complex, \$263,444.

Allen Congdon was the architect for the new club. He donated his services. The entire area will include athletic fields and outdoor basketball courts in addition to the planned building.

Mr. Roche said complex is going to cost the Club more money than was originally expected, and that more funds will have to be raised in the near future.

The new clubhouse, an architect's drawing of which is shown in the accompanying photograph, will include a game room, a senior boy's room, a gym and locker room, photo room and library, an arts and crafts room, a small kitchen, and two larger rooms for girls' activities.

History of the Nantucket Boys' Club

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The suggestion for a Nantucket Boys' Club was made in the winter of 1944. At that time, a group of boys came to Mrs. Robert D. Wilson and asked her aid in organizing a club. The idea was brought to the attention of Miss Louise Brooks, and with the aid of her untiring efforts, the organization has become an active, growing concern.

Originally, the Boys' Club was located in the small building now known as the Opera House, but in 1946, when the building was sold, the Club became homeless, and it was not until 1949 that work was begun on the present building. During this period, it was a very difficult struggle to maintain the interest of the boys in the Club. Had it not been for the generosity of the Knights of Columbus, who donated their hall for movies and dances, the whole idea might have died.

However, in the spring of 1949, the Veterans Council of Nantucket sponsored a "Barn Raising" project, in the hope that a sizable portion of a new building might be set up in a single day. The results were inspiring. Everyone on the island took the project to his heart. The business concerns on the island donated advertising space in the local newspapers, and the newspapers themselves gave whole columns to the cause. A great deal of material was donated by local merchants to erect and furnish the structure.

In 1949, the Fourth of July was proclaimed as Boys' Club Day by the Board of Selectmen, and the first annual carnival was held. This proved to be a big success and the proceeds helped defray a large share of the club's operating expenses. This year a major policy of expansion has been introduced. An ambitious program has been planned under the trained supervision of a full-time director and an assistant, and the response of the boys has been enthusiastic. However, the Club is still in need of financial aid to carry through with their planned program. Let's all help. We all will benefit!

This is a ticket

for admission to the gala

NANTUCKET BOYS' CLUB CARNIVAL

Carnival Area

South Beach Street

(North of the Yacht Club)

This is a ticket

for admission to the gala

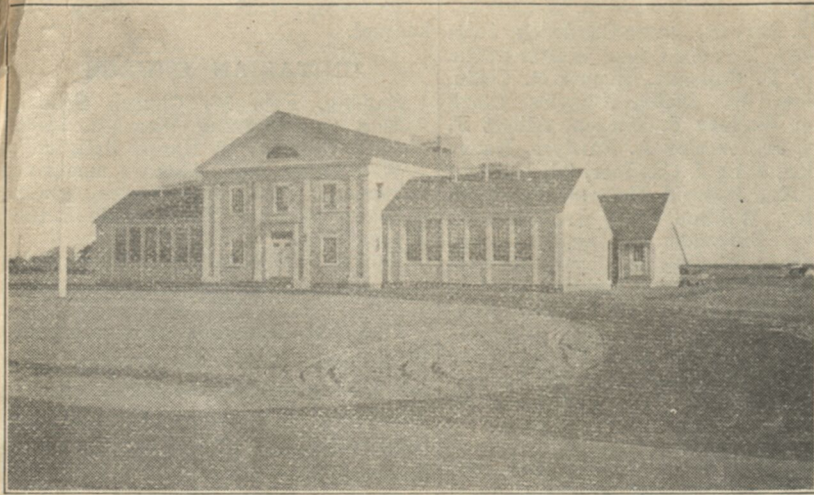
NANTUCKET BOYS' CLUB CARNIVAL

Carnival Area

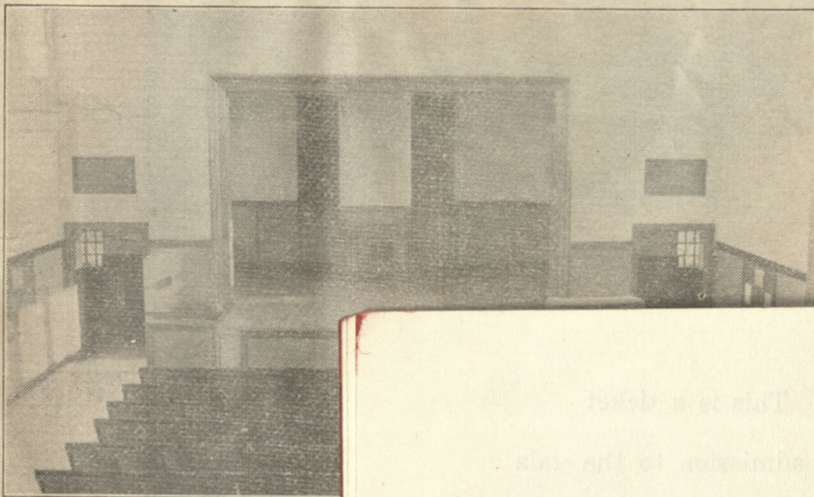
South Beach Street

(North of the Yacht Club)

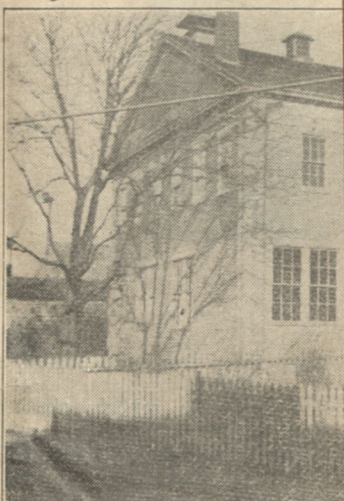
Boy's Club



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The Auditorium of the Cyrus



THE OLD SOUTH SCHOOL, V

The Nantucket Boys Club
Nantucket, Massachusetts
Allen A. Congdon - Architect
1926

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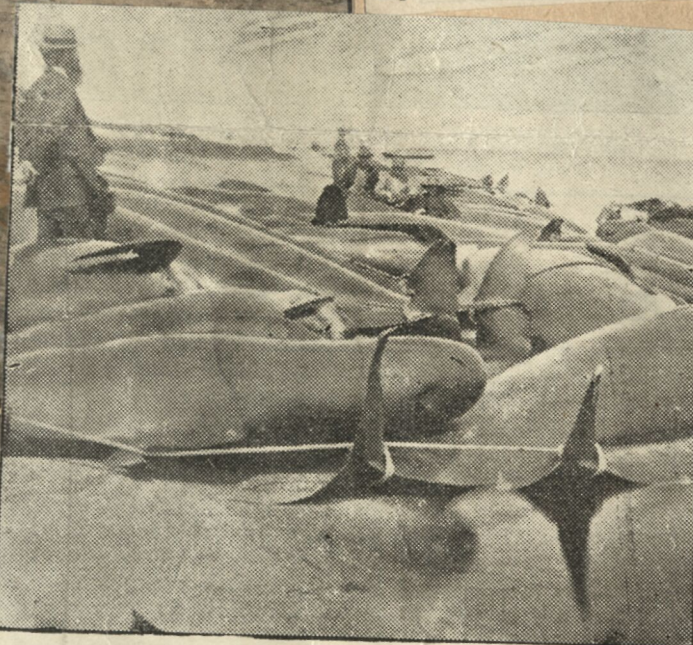
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59 Blackfish in school
First stranded since 1874



SCENE ON THE NORTH BEACH WEDNESDAY MORNING AFTER THE BLACKFISH HAD BEEN SLAUGHTERED.



SCHOOL OF BLACKFISH STRANDED ON THE NORTH BEACH.

On July 1, 1874, a large school of blackfish were driven ashore on the north side of the island and ninety-one of them were captured by Nantucket men. This picture was taken at that time, before the "cutting-in" had commenced.



LOOKING FROM THE BLUFFS, SHOWING CROWD ON THE BEACH AND BLACKFISH LYING IN THE WASH. STEAMER PETREL IN DISTANCE.



AN EIGHT-FOOT STURGEON LANDED AT NANTUCKET.

The man is holding the head of the sturgeon up in order that its "snout" will show in the picture. The hard scales on the fish's back are also noticeable. When its head and tail were severed and the remainder of the body dressed for market this sturgeon filled a flour barrel.

July 1 1916

Mammoth Swordfish.

Aug. 1907

The largest swordfish ever captured in Nantucket waters, and undoubtedly the largest known to have been caught anywhere in this section, was brought in by steamer Petrel, Wednesday evening. The big fish measured 13 feet and 9 inches from the centre of its tail to the tip of its sword, and weighed over 500 pounds when dressed and cut up for the market. It was captured a few miles south of Muskeget, being "struck" by Captain Manton so firmly that the iron could not be withdrawn from its body until it was cut in sections. The Petrel also captured two smaller swordfish that day.

Gray seal rescued at Jetties released in Madaket surf

1970



On Sunday morning, January 25, while the island was surrounded with an ice barrier, a full grown gray seal was discovered roaming around on his flippers on the Jetties Beach apparently looking for food. The seal must have come out of the water at an open spot near the Jetties and then worked its way to the shore.

The seal was discovered by a couple, here on their honeymoon and whose names are unknown. They reported their find to Nantucket Police who in turn called in the MSPCA ambulance and was captured and placed in the MSPCA ambulance and was then taken to Madaket where it was released near the breaking surf. Agent Lema said when he opened the door of the ambulance the seal jumped out and immediately flipped its way across the beach and disappeared in the surf. "When that seal got a whiff of the ocean and saw the surf he was on his way as fast as he could go to get into the water," Agent Lema said.

Police Chief Wendell H. Howes said the gray seal is protected by the law, Chapter 129, Sec. 101A, Acts of 1965, which states, "No person shall wilfully detain, hunt, kill or injure a gray seal (*halichoerus gryphus*), also called a Nantucket horsehead." Violators of the law are subject to a fine of not more than \$500. Chief Howes thought that island residents should be made aware of the protective law because that with the ice conditions around the island there might be more of the seals come ashore.

A 560-POUND SWORDFISH CAPTURED BY THE "NIMRIF"



The big fellow was taken after a five hours' battle about twenty-five miles southwest of Muskeget. It was some job to load him onto the truck after the "Nimrif" was docked. Note the interested expression on the face of the girl who is looking at the strange creature. This swordfish had a perfect sword, but several body scars indicating that he had been in battles before he met his Waterloo.



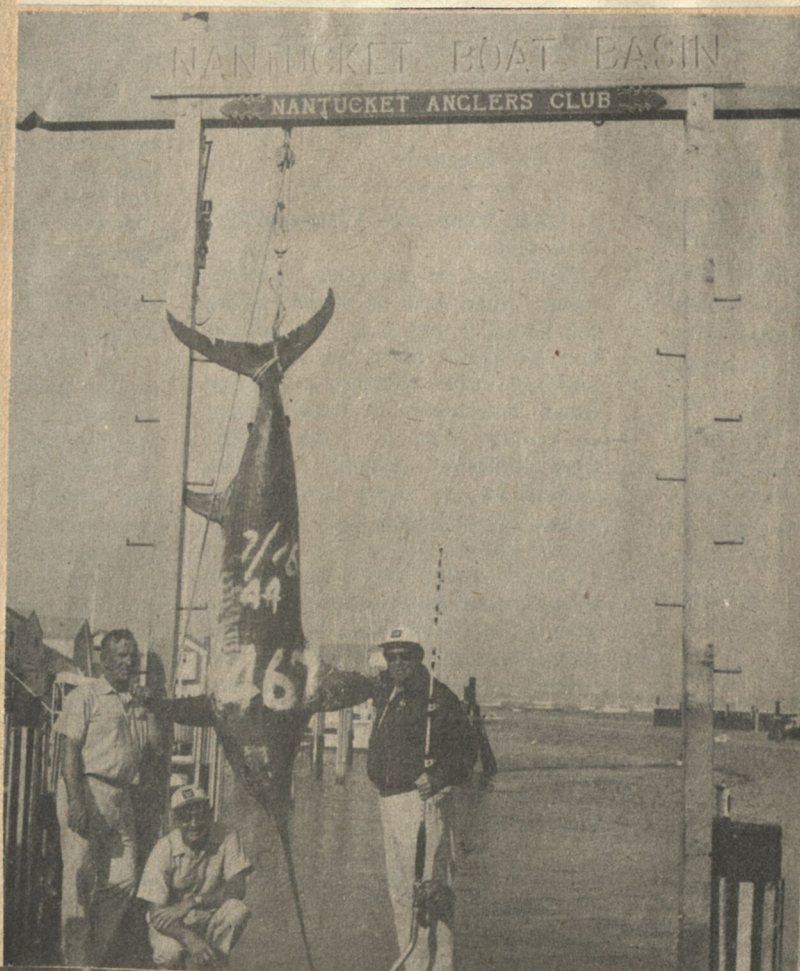
The party boat Flicka, Capt. Gibby Nickerson, with five aboard had a very successful fishing trip on Tuesday boating 10 bass and 16 blues that had a total weight of 173 pounds. The largest bass was 23

pounds and the largest blue was 9 pounds. With Capt. Nickerson were Leonard Colvin, Larry Beckett, Eugene Tetreault, Herman Stilley and Ward Cronin.

Sept. 29, 1970



This 1,040-pound leatherneck turtle was harpooned by Captain Jack Dooley, kneeling at right, skipper of the Bosh-On II, Friday afternoon, while fishing 35 miles southwest of Tuckernuck Island. The boy next to Captain Dooley is his nephew, Joie Dooley, and standing in the rear is Miss Sharon Fisher, his niece. The boys on top of the shed examining the giant turtle are unidentified. Another picture of the turtle taken by Stuart Day, I&M staff reporter, was sent to United Press International for use by the wire service and on television. The picture was used on WPRO-TV, CBS, Channel 12, in a newscast Sunday evening.



The largest swordfish to be brought in this season is this 467-pounder that was caught July 16 with rod and reel 35 miles south of Nantucket by Edward Gruber on the boat "Nitso." Left to right are Capt. William Holzman, Mate Fred Solano and Ed Gruber.

- Nantucket Ponds -

Ponds like Tom Nevers, Mioxes, Miacomet, Hummock, Long, Sheep, and Gibbs were first carved out as valleys by meltwater streams, and then drowned at the mouths by rising seas and finally dammed by sandbars.

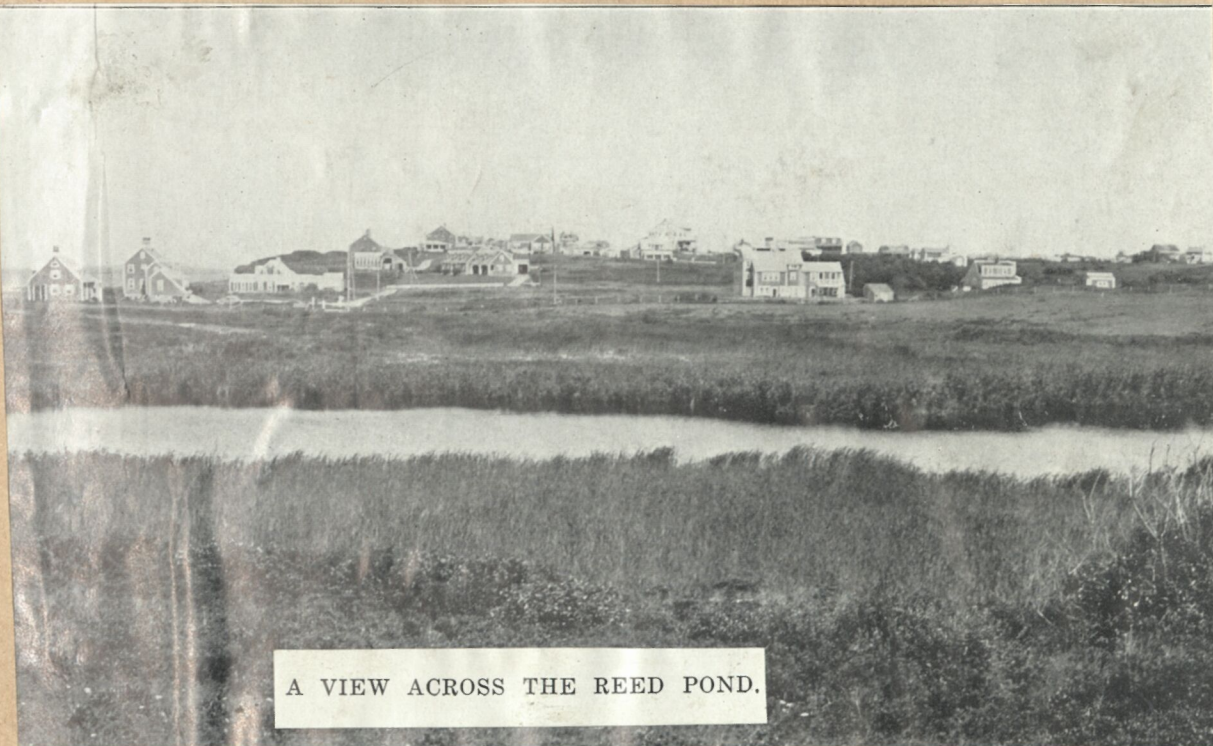


ON THE SHORE OF LONG POND



OPENING AN ISLAND POND IN THE OLD TIME WAY.

The Selectmen have authorized the opening of Sesachacha Pond, the work to be done within the next few weeks. A bulldozer is be used to dig the channel. Such a procedure is in direct contrast to the old style manner of opening an island pond. A team of horses with a scoop were then used to hollow out a shallow trench about six feet wide. Then men with shovels continued the trench, digging well into the pond. The flow of water was utilized to gradually deepen out the narrow channel, so that the pond actually opened itself.



A VIEW ACROSS THE REED POND.



The trench was kept narrow so that when the pond water reached the ocean it would be running at a velocity which kept the sand from forming a bar at the passage through the surf.



SACACHA POND FROM QUIDNET, NANTUCKET ISLAND, MASS.



Sacacha Pond, Looking Toward Sankaty Head Lighthouse



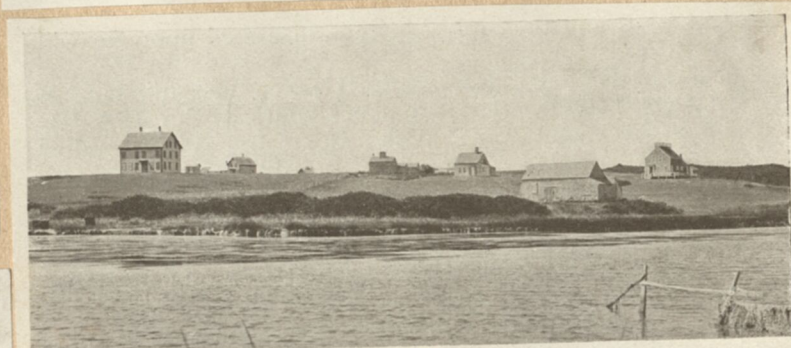
VIEW ALONG THE CREEK



Quidnet, Looking Toward Sankaty Head Lighthouse



The East Pond, Tuckernuck



Tuckernuck from the East Pond



Landing at Wauwinet



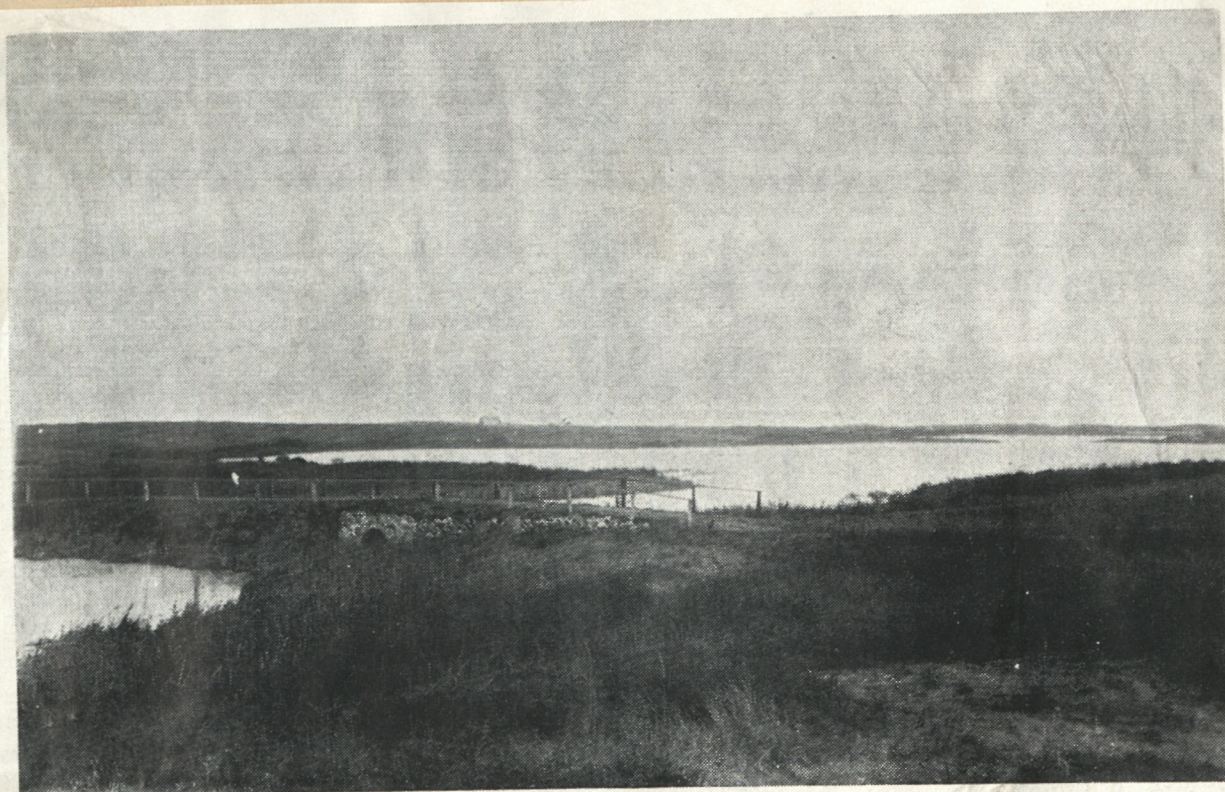
The South Beach and Monomoy



The Muskeget Life-Saving Station



Old Candle House



Long Pond's Bridge
As it looked at the turn of the century



Consue Spring

Photograph by Louis S. Davidson



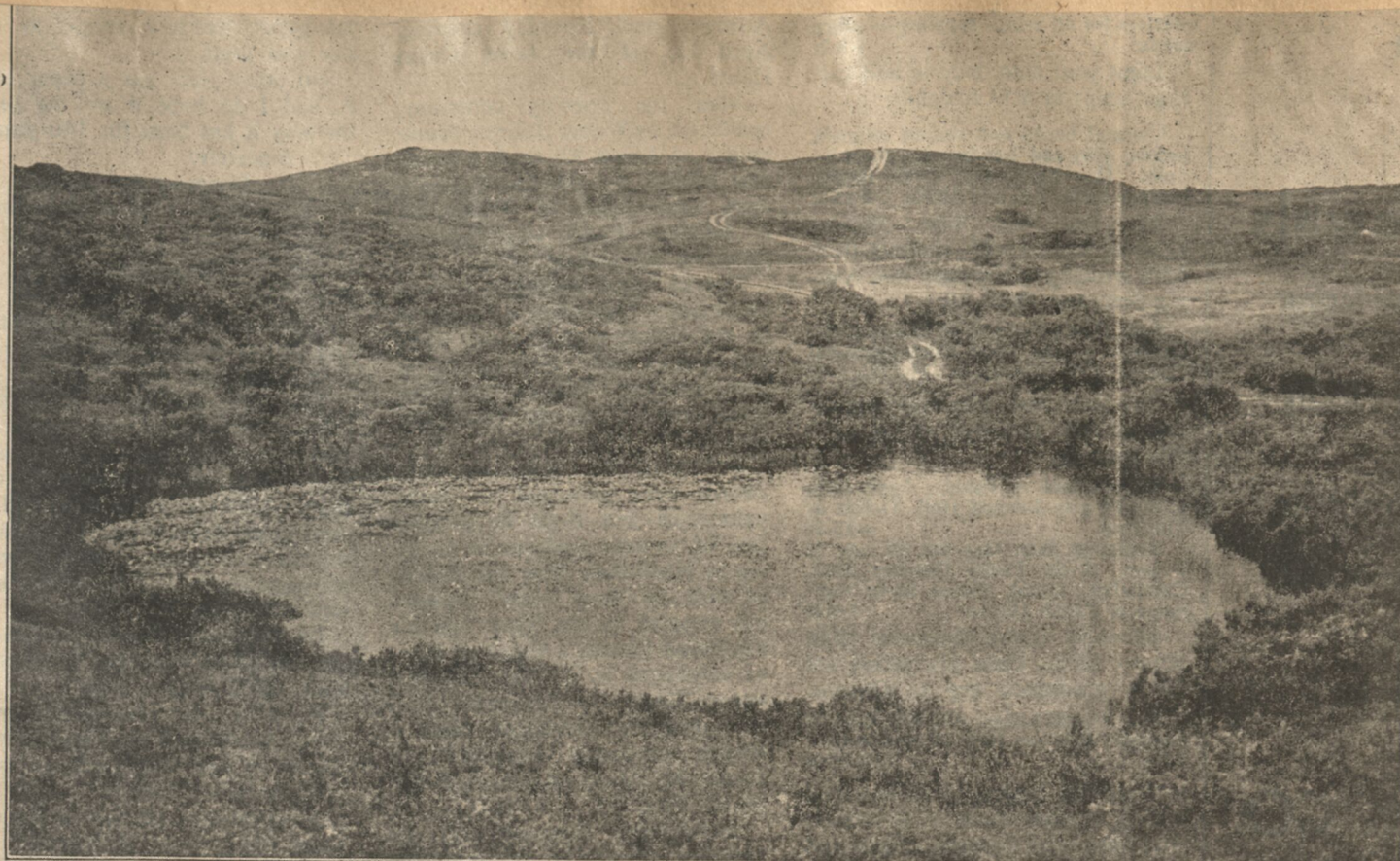
GOOSE POND

Photo courtesy Mrs. David Gray

Consue Pond to be cleared

At the request of Parker W. Gray, Chairman of the Conservation Commission, his group have been given permission by the Board of Selectmen to expend funds to clean up the small duck pond at Consue Springs, particularly to clean out the cattails that are growing up in the pond.

Mr. Gray told the Selectmen that the pond is nothing but a "mud hole" and needs work performed on it to improve its appearance. He said there are funds left over in the Commission's cattail clearing account and that the dragline operator will be here by July 15. He said the work can be done very quickly. No one opposed the request.



In the center of the Island, the commons and the poot ponds have changed but little over the years. To preserve these old-time scenes, and retain for Nantucket some of its original vistas, the Nantucket Conservation Foundation has been an invaluable aid.

April - 1969



Consue Spring, 1975

Consue Pond was the subject of much discussion at the meeting of the Conservation Commission last Thursday night. Charles Sayle, Sr. reported that the pond is becoming over-grown with cat tails which impede the flow of the water. He said that the pond is the home of wild life and that at this time about six dozen ducks are nesting there. If the growth continues, he said, it will fill in the pond.

Albert Silva reported that the effect of herbicides is effective in killing the cat tails, however the growth simply falls over in the

pond and clogs it up. He added that birds often drop seeds in the decaying plants and this results in new growth. Both Silva and Sayle recommended that the pond be dug up and deepened by a contractor who has a drag line.

Chairman of the Commission, Bernard Grossman, appointed a committee to look into the matter and to check on the availability of funds under Article 87 of the Town Warrant. Game Warden Edward Metcalf recommended that the work be done before the second week of September before the cat tails go to seed.



The South Head of Long Pond.



Pond in Shawkemo Hills



"NO BOTTOM" POND.

MARCH 11, 1971



Storm seas on Hummock Pond during the gale of March 4th, looking west toward Ram Pasture.

Madaket and Long Pond



The growing settlement of Madaket nestles between Hither Creek, left, and Long Pond, right, with the recent Tristram's Landing development visible in the center of the picture. Madaket Road winds

from the surf at lower left toward town at extreme upper right. Coatue curves from right to left across the top, stretching toward Great Point at upper left.

1974

Sankaty Light, between Sesachacha and the Sea



Washing Pond on a winter's afternoon

Hummock Pond West

Hummock Pond West
by Margaret Yates

"An old pond
A frog leaping in
The sound of water—"

Nantucket's ponds are grace notes in the island landscape, land-related rather than sea-oriented (in spite of being of the same element), their stillwater sheen accenting the graceful contour of moor or meadow in which they nestle, reflecting the mood of hour or season in which they find themselves.

Over 20 in number and freshwater in makeup except for tidal Coskata and brackish Sesachacha, they come in all shapes and sizes, from kettle hole—small to sprawling major bodies of water, each one distinctive in its own right. Mention any of the quirky collection of names they bear—Miacomet, Head of Long Pond, the Poot Ponds, Gibbs—and an instant image comes to the Nantucketer's mind. The indigo of Tom Nevers on an October day; Maxcy's hill girdled bowl. Such is the character of island ponds.

Of all these Hummock Pond is king: the largest (220 acres) and the most interesting (topographically and historically), its hammock-shape edging some of the loveliest land on the island.

A bit of the loveliest is the 33 acres acquired by the Conservation Foundation in 1970 through the generosity of Mr. and Mrs. James M. Andrews of Washington D.C., long time summer residents of Nantucket. The long, narrow strip extends for almost a mile along the west bank of the pond, giving access at its southerly end to the sea. In conjunction with other holdings in the area, it serves vitally in preserving a large portion of the Hummock Pond complex, "a major bio-physical resource area", according to a scientists' research team. Nearby, to the west, lie the acres being given to the Foundation on a yearly basis by Mrs. Hugh Sanford Sr. On the other side of the pond from it is Ram Pasture, 625 acres of prime unspoiled land and a recent acquisition.

The pond is particularly broad along the Andrews mile, focussing the visitor's interest on a fascinating world in microcosm. Inlets and coves and peninsulas mark where land and water meet; a high knoll, jutting into the pond, provides and upland vantage point to watch for swans or ducks. Clumps of reeds and grasses, close offshore, make small islands, Japanese in effect in the play of wind. The land is gently rolling, covered with bright moor vegetation. Near the high dunes leading to the sea a humane house once stood, aid to seafarers in distress.

Like Miacomet and Long Ponds, Hummock is an outwash plain pond, product of the ice age formed by the force of meltwater streams flowing from the glacier. Eleven such creases indent the southern plains of the island, most of which remain today as valleys—Nobadeer,

Madequecham, etc. Those which became ponds were drowned at the mouth by rising seas and dammed by sandbars. Because sea level was about 450 feet lower in that age than it is today, some of the pond beds, though not deep, are now below level. Hummock Pond was the most deeply indented of them all; traces of its east wing may be found today all the way through moraine (glacier) land to the north shore.



The Coskata Spring House in its new location, with the greensward and the newly-made pond in the rear. *July 13, 1967*



A peaceful lane through Poguov, little changed over the years, and marking the old way from Duke Street to Hummock Pond's curving stretch

